

AMERICAN RAILROAD JOURNAL

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

ESTABLISHED 1831.

PUBLISHED WEEKLY, AT No. 136 NASSAU ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. VIII., No. 41]

SATURDAY, OCTOBER 9, 1852

[WHOLE No. 860, VOL. XXV.]

PUBLISHED BY J. H. SCHULTZ & Co., 136 NASSAU ST.

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American Railroad Journal.

Saturday, October 9, 1852.

Shall we Admit Railroad Iron for New Works Duty Free ?

It has been a subject of grave consideration with us for some time past, whether we should not advocate the admission of railroad bar for our new works, *duty free*; and, although our paper has always been a firm though moderate advocate for protection, we have come to the conclusion that the best good of all our great interests imperatively demand the remission of duties upon all such railroad bar as is required for our *new* works, or in other words for the *first* track of roads, for reasons that we believe will be entirely satisfactory to every one that will impartially consider the subject.

The great want in this country are suitable avenues for the transportation of our products to markets. These are so widely separated from the great producing regions, that in many portions of the country a railroad is the only agent which can impart value not only to the products, but to the soil itself. The development of our vast resources is impracticable without such works; and although their effects may be more visible and striking in the newly settled agricultural districts, they are, in increasing the supply and diminishing the cost of

nearly all the prime necessities of life, in the vast impulse they impart to business, and in the increased demand they create for the products and industry of the latter, of equal importance to our manufacturing and commercial interests. But we need not dwell upon the necessity of railroads to this country. We cannot by any description of our own, strengthen the conviction that every man in the community feels as to their importance. They are universally admitted to be indispensable to the greatest development of our social and material interests, and we can form no adequate conception of the greatness we shall attain when all our vast resources are brought into full development and activity.

While all interests and classes are equally benefited by railroads, the building of such works as are now in progress, falls upon those sections furthest removed from market, consequently the least able to furnish the necessary means for their construction. It is with the greatest difficulty, and only by making great sacrifices, that the means for our new works are secured, and this can only be done by the most liberal use of *credits*. Such being the fact, the question for consideration is, whether it be either just or politic to impose a heavy burden upon a class of men who are laboring for, and who are directly benefitting every person in the country to an extent, compared with which the duty paid on rails is a mere bagatelle, and whether it would not be a wise policy, both in reference to an increase of revenue, as well as to the promotion of the general prosperity of the country, to encourage railroad construction by admitting railroad bar for our new works duty free.

With the present abundance of money, our work now in progress, with such new projects that will come before the public, will require at least 1,500,000 tons of railway iron during the next four years, for which our railroad companies will pay, at the present rate of duty, more than \$15,000,000 into the United States treasury. This money our companies will be compelled to raise by selling their securities as low on the average as 85 cents on the dollar.

We are thus taxing at the rate of about \$4,000,000 a year an interest more important we may say, than all others, to the proper development of our resources, one that will add vastly to our internal revenue, and one that of all others is the least able to bear this heavy burden.

The objection to remission of duties is the loss that our revenue will sustain, and the withdrawal of protection from a class of our iron manufacturers. Both of these admit of a similar answer; which is, that any railroad creates a consumption of at least double the amount of iron that goes into rails; consequently the revenue, and our manufacturers would be vastly the gainers, by the construction of railroads, even should the rails come in duty free.

The amount of iron used in the construction of a fully equipped railroad is estimated to be equal to the quantity required for rails, and there can be no doubt that the demand created for this article in all forms by the various enterprises to which railroads give birth, by the towns and manufacturing establishments which spring up on its line, and the general stimulus imparted to every kind of business is at least equal to the one-half the aggregate of what is used for the road and its equipment. At any rate, we cannot be mistaken in saying that every railroad we build creates a market for double the quantity used for rails. Were all this increase imported, then would our railroad companies secure government by their own exertions, *twice* the amount of duty paid for rails. Were it to be supplied by our domestic manufacturers, they would double their orders, though they might lose altogether the market for rails. So much for the justice of the claim for the remission of the duty on railroad iron as far as our companies are concerned, and for the effects of such a step upon our revenue, and upon our manufacturing interests.

But we may take another view of this subject. For a series of years past, the duty on railroad iron has not operated in affording *protection* to the make of rails in this country, because we have made none, comparatively speaking. Only two or three establishments in Pennsylvania have pretended to keep up the business of rolling rails, and these have only produced a few thousand tons each year. The largest of these establishments has run mostly upon orders taken from roads in operation, as the concern furnished a superior article, and asked higher rates than those for which English iron could be had. Practically, therefore, we might just as well have attempted to protect the production of tea and coffee in this country, as rails; so that, with a continuance of the low rates for rails that have ruled for two or three years past, the question of protection is not really involved in that

of removing the duty from railroad iron. We have not made it with protection. The only party therefore benefited by the duty is the general government, which has now an overflowing treasury, without any legitimate object to which it can be applied. Every day this surplus is increasing, and as it is made up entirely of gold and silver, this surplus is already creating a stringency in the market; and the very money our roads have paid in duties, by being withheld from circulation, is depressing materially the prices that they would otherwise obtain for their securities.

A duty should no longer be laid upon rails for new works for *revenue*, because our imports already yield a sum much greater than the wants of government demand. It should not be levied for *protection*, because as we have already seen, no interest has been protected by it. In fact, the iron manufacture throughout the country has been going down for years past under our present rate of duties; so much so, that many branches of it are becoming nearly extinct.

In proposing any modification of the existing tariff, we would advocate a rate of duties which, while they should allow the introduction of railroad iron for new works, duty free, would impose such an increased rate on merchant bar, and upon railroad iron used for roads already in operation, as should promote a healthy and steady growth of this great arm of national industry. The increased duty should be such as not to foster speculation, but protect the manufacture in districts, where iron is the *appropriate* product; that is, where the ore and stone coal lie side by side. Such districts in the end must monopolize the business in this country, as do certain districts in England and Wales, and we have abundant locations where, under similar conditions, iron can be made as cheap in this country as in any part of Great Britain. The rate of duty we do not pretend to name, as this point can only be satisfactorily determined upon by a careful investigation of the whole matter, by competent persons familiar with the manufacture. We are confident that no intelligent iron man would desire to see a *high* duty imposed, for the reason that it is not needed to protect the make in this country, and it would only invite a domestic, which would be equally disastrous with foreign competition. We are satisfied that the duty should be *specific*; a certain and uniform duty; even if low, being more conducive to a healthy state of the trade, than a high one, subject to the constant fluctuations of prices and the caprices of legislation.

While we are arguing in favor of low duties on iron for our new works, we are equally satisfied that it is for the interest of railroads to have such an increased duty imposed upon other kinds as shall promote the manufacture, wherever the proper conditions exist. In looking through the exhibits of our leading lines south and west, we shall hardly find one that does not give the transportation of iron as one of the leading sources of prospective increase. We can scarcely instance a report that does not illustrate this fact. In Alabama, for instance, one of the great objects in the Alabama and Tennessee road is to open an outlet for the iron and coal fields of that state, and we are satisfied that the intelligent directors of that road would regard their interest as best promoted, by a duty which should stimulate the working of the coal and ores upon their line. So with numerous roads in Tennessee, Missouri, Ohio, Kentucky and Illinois, in the west, and Pennsylvania, Maryland and Virginia in the east. It is manufacturing establish-

ments and a domestic commerce, that sustain railroads. Look at Massachusetts for an example of this. The gross receipts upon the railroads of that state the present year will be \$8,000,000, or about \$7 50, to each individual. This immense traffic is due to the vast number of manufacturing establishments scattered over that state.

A given number of persons engaged in agriculture, do not pay one-third as much to railroads as an equal number employed in manufacturing. Our railroad companies are therefore directly interested in the growth of our manufacturing interests, and this can in no way be so effectually accomplished as in extending suitable protection to that of iron.

Again, the price of iron does not depend so much in the long run upon duty, as *monopoly*. In this country we can have no monopoly, because there are 50 districts at least, each of which could furnish all the metal wanted in this country for 100 years to come. As well might there be a monopoly of corn growing as iron making, in this country. Were there a *prohibitory* duty on iron, the manufacturer would be no better off in a year or two than the cotton planter, or wheat grower. Capital drawn into iron making would reduce the profits of the business to the level of other investments. Domestic competition regulates all these matters and reduces the profits of every branch of industry to the same general standard. Where the raw material exists in such an abundance as with us, the above principle is too often lost sight of in the claim which is often senselessly raised against the policy of protecting particular interests.

For a number of years the price of iron has ruled very low. The result has been that most of our furnaces and rolling mills have been closed; in other words, they have been broken down by English competition. As soon as the English maker has effected his object, and secured the market to himself, by breaking down the manufacture in this country, he puts prices up 75 per cent, to a figure much above what iron can be manufactured for in this country, which we are compelled to submit to, because we have no other sources of supply. We must pay his price till we can construct works and supply ourselves with a domestic article. But capitalists have no inducement to commence the manufacture in the present condition of things. It would require years before he could get fairly under weigh, and by that time the foreign manufacturer, having made good all his losses, and compensated for a period of low, by a period of high prices, would drop down to the old mark, till he shall again, as in years past, run all our great establishments under water. The result is, that by pursuing the above policy, the English manufacturer does a good business in the long run, and makes money, and we, as a necessary consequence pay high prices, yet still find this great interest almost completely broken down by foreign competition. Reasonable protection, on the other hand, would not only secure to us the article at as low prices on the average as those we now pay the Englishman, but at the same time secure to us all the immense advantage of manufacturing it in our own country. Such is the common sense view of the matter, and such has been the history of the iron trade for a series of years past, and such will it continue to be, under the *existing* tariff. Let us see what effect the plan we propose would have upon the domestic manufacturer, and the prices of rails.

By the first day of January next, we shall have about 15,000 miles of railroad in operation in this

country, for which about 1,500,000 tons of rails will have been used. Estimating upon this quantity the wear and tear at 5 per cent, and the demand for double tracks, turnouts, etc., at 5 per cent. more, and we shall need 150,000 tons annually for our own old roads. To be on the safe side, we will place this amount at 100,000 tons, which is above the utmost capacity of all our works making railroad bar. But the demand for these purposes will increase yearly, at the rate of from 15 to 20 per cent., affording ample employment for a reasonable and healthy increase of the make. To retain the duty upon iron for new roads would not benefit, as we have seen, the iron maker in the slightest degree because we leave to him in this branch of the manufacture, more orders than he can possibly execute.

By increasing the duty on merchant bar, for the manufacture of which all our mills are adapted, and which is a much simpler process than the manufacture of rails, we give to them the domestic market at steady and fair prices, and secure to the trade a much larger amount of business than the present capacity of our works in operation can possibly supply. This would lead to the gradual development of this interest, and to the construction of works *south and west*, where the raw material exists in the greatest abundance, together with cheap labor and cheap food, and where nothing is wanted but uniform prices for a series of years, to render that section of the country the seat of vast manufacturing establishments, which shall create a demand for the products of the soil, which are now comparatively worthless.

The policy we have been advocating would have the most favorable influence upon the price of imported rails. By increasing the duty on ordinary bar, we should materially check the importation of this article. The loss of this market for common bar would necessarily drive the English making in rails, and competition for the only article admitted free, would bring prices down to the lowest living point. We should not be surprised to see English rails, admitted free, go down to \$30 per ton. Under the present rate of duty importations have been made as low as \$35 per ton, all charges paid.

Unless we adopt some such plan as we have recommended, we are firmly convinced that our railroads will be compelled to pay exorbitant prices for rails for some years to come. There is a tendency to higher prices for rails both in this country and Europe, from other causes than those which usually enter into the calculation. Labor is becoming less and less abundant in Great Britain, and prices may permanently advance from this cause alone. Unless we increase the rate of duty on common bar, the removal of duty on railroad iron would have but little influence. Unless we can stimulate production in this country, the foreign maker can control the price for years to come. But let us take from him a portion of his market, and competition for what we leave him, will bring prices down to a satisfactory point.

We throw out these suggestions for the consideration of railroad companies. We intend shortly to present the subject in a more definite shape, and invite their co-operation in carrying out the plan proposed. In the mean time, we should be pleased to be favored with the views of those most deeply interested in this most important subject to our railroad interest. The present is a favorable time for action, both for railroad companies and the iron interest, and both will suffer by any delay in adopting some well defined and definite policy for the future.

Journal of Railroad Law.

ASSESSMENT OF DAMAGES—"A FINALITY."

The case of Aldrich, vs. Cheshire railroad Co., reported in Foster's New Hampshire reports p. 359, is well worthy of the attention of all whose land is likely to be required for the purposes of railroads. The case in question forcibly shows the importance of vigilantly examining, not only questions of obvious, but also of *contingent* and *prospective* damages—so that they may be duly and seasonably submitted to the Commissioners of Assessment.

In this case, the plaintiff's buildings were supplied with water from a permanent spring. After an examination had been made in his land for the purposes of a railroad, water appeared in the examination about 15 feet below the surface of the ground, and the spring disappeared. Damages were assessed to him *before* the examination was made. In an action against the commissioners the jury awarded the plaintiff \$300 damages. The defendants moved to set aside the verdict, and the following decision was rendered by Judge Gilchrist.

"The act requires the commissioners 'to assess the damages sustained by the owners of the land.' Whether the commissioners take into consideration all the circumstances proper to be adverted to by them, depends upon their attention to the subject, and their capacity to come to a correct conclusion. But the result they reach is *conclusive* upon the party, unless there be an appeal provided for, from their decision. This is plainly the intent of the statute, for the institution of this Tribunal would be useless, unless their estimate should be regarded as final. Any other view of the question would lead to great practical difficulties; for if we might go behind their assessment, it would be impossible to draw any line beyond which we might not proceed. There would be scarcely any injury a landholder could sustain, which might not be said with more or less plausibility, to be one which the commissioners did not take into consideration. They are not bound to specify each injury and the sum awarded for it, and thus enable us to ascertain in what manner and upon what grounds their judgment has been made up, and when this is not done, it is obviously impossible for the Court to say, that for this or that special injury the landowner has received no compensation. To require this of them would take from them all power of action as an independent tribunal. It would not permit them to exercise their own judgment without any supervision over the merits of a case, as the Statute intended, unless where an appeal has been interposed; but would compel them to be interrogated as to the manner in which they have discharged their duties. Having the power to consider all the injuries the owner has sustained, and having made an assessment, the presumption is that they have done their duty, and have considered all matters worthy of their attention.

When the Legislature has authorized an act, the necessary and natural consequence of which is damage to the property of another, and at the same time has prescribed the particular mode in which the damage should be ascertained and compensated, he who does the act cannot be liable as a wrongdoer—if we were to consider the remedy by award as merely cumulative, we should defeat the manifest intent of the Legislature, which was not to give an additional remedy to the party injured, but to substitute one proceeding for another, in the first instance; and this mode of indemnity was supposed to be more convenient than the other and usual re-

medy at common law. In other States the decisions in respect to this subject have been similar to those in this State. Stevens, vs. the Middlesex canal, 12 Mass. 466. Steele, vs. the Western Inland Co., 2 Johnson 283. In this case there is nothing to show that the damage complained of was not the necessary consequence of a lawful act. That the commissioners could not prudently have anticipated as a matter of fact, the cutting off the stream of water in the place excavated for the railroad, and the consequent injury to the plaintiff, may be an argument against the expediency of the remedy provided by the law, but not against its obligation.

Verdict set aside.

Recent Railroad Convention at Springfield.

This convention comprised delegates from most of the New England railroads, and was called by a committee of the New York and New Haven R. R. The objects intended were to give to each company the benefit of the experience of all, in the construction and use of their roads and machinery; in their rules and regulations relative to the government and discipline of their conductors and other officers—the rates of fare—ticketing and payment to conductors—connection of trains—interchange of reports, timetables, etc.

At the meeting held as above, a proposition was adopted for a permanent association of railroad companies, by means of a convention, to consist of two delegates to be chosen annually from each of the railroad companies in New England, N. York, New Jersey, and the British possessions in North America connecting with railroads in the U. States. The convention is to be one merely for consultation.

A resolution was adopted that the delegates from all railroad companies to the R. R. convention shall receive free passes over all roads sending delegates to these conventions.

A resolution was adopted declaring that, for a large portion of the freighting business upon the roads recommended in the convention, the rates of transportation are entirely inadequate, and that without increased prices it will be difficult if not impossible to sustain many of the New England roads. An attempt was made to recommend some general plan and tariff, which, however, was unsuccessful.

It was resolved that all companies, members of the association, exchange their annual reports, time tables, and general rules and regulations so far as printed, and give notice of any change of the time table that may be important to any connecting line, at least one week in advance of such change.

It was resolved that there be a concert of action among the companies composing this association, in all negotiations for patent improvements, applicable to railroad service; to produce which, it was recommended to refer all such claims to the association of superintendents for examination, and report thereon before closing such negotiations.

It was also resolved that the expenses incident to the examination of and defence against all patent claims, where it is adjudged no valid claim exists, and where actions are commenced against any particular road for alleged violation, or where the association of superintendents shall have advised a defence against such claim, be assessed upon the several companies composing the association, upon some equitable basis. A committee of five to fix this basis was appointed.

It was resolved that as a general rule, it be recommended that complimentary freetickets be confined to the presidents, vice presidents and superintendents of such railroads as conclude to interchange such courtesies, or directors or other officers of connecting roads, having business relations of a character which shall be deemed to warrant the extension of the privilege to them. Also, that in all cases conductors require of a person traveling in the cars, the presentation of a ticket furnishing the evidence of his right of passage.

The committee on ticketing and payment of fares to contractors, reported that in their judgment the common system of ticketing to connecting roads will give the passenger greater facility in his transit from one road to another, and will promote

largely the convenience of the roads in regulating their accounts and effecting ready settlements. Also, that it is important for the protection of the several roads that tickets should be purchased at the offices. The committee advise that in all practicable cases each passenger who neglects to purchase his ticket at the office, be required to pay five cents in addition to the usual fare. Reports accepted, and recommendations adopted.

A committee, to whom was referred a resolution upon the subject of the minimum rate of fare per mile of a passenger, which may be safely established with a due regard to revenue, reported an opinion that it is impracticable to specify the precise rate without exact data provided in the case of each road. The committee are of opinion however, that in no case would it be expedient to consider the cost per passenger per mile less than one cent, and the actual cost should be a minimum. The profit which each company should demand from its passenger business, is a question which each ought to determine for itself. It may be politic, however, to impose the heavier portion of the profit in proportion to the whole business on the passenger traffic rather than on the freight. The committee further expressed an opinion that the rate for passengers established upon certain lines, is entirely too low for remuneration, and that a decided benefit to the owners of the lines referred to would be secured by an increase of their rates. The report was accepted.

The convention adjourned after adopting a resolution to meet again in Springfield, on the second Wednesday in Nov. next, at 2 o'clock P. M.

The above synopsis embraces all the business of importance transacted by the convention. As we understand the matter, its action is merely of an advisory character, and is not binding on any of the roads represented therein.

New York.

Plattsburg and Montreal Railway.—The new road leading from Montreal to Plattsburg was opened for travel on the 20th ult. That part of it extending from Mooers to the banks of the St. Lawrence, has just been completed, and the whole line opened on Monday. Passengers at Montreal for New York, take the Montreal and Lachine R. R., nine miles long, going up the river to the head of the rapids. Here a steamboat conveys them across lake Champlain to Burlington, from whence they reach Troy by the Burlington and Rutland, Western Vermont, or Rutland and Washington roads, to Eagle bridge, and thence to Troy by the Troy and Boston railroad, and thence to this city by the Hudson River railroad. The new road from Montreal to Plattsburg reduces the running time from about one hour to one and a half hours, provided the starting time be the same. This road is well built with heavy T rails, resting on large cross-ties and sleepers of tamarac, and nearly double as many ties as usual are laid down. The rails are well secured in strong wrought chairs, and well fastened with heavy spikes. The grade of the road is nearly a dead level the whole distance, and nearly in a straight line.

It is contemplated to extend this road due south along the western shore of lake Champlain to White Hall, to which place we have rail communication with New York. When this is accomplished it will be easy to make the trip from New York to Montreal in twelve hours. The present route by the roads on the east side of the lake consumes sixteen hours. The road on the west side of the lake will be entirely within the state of New York to the Canada line, while those on the east side of the lake are exclusively New England roads, and are mostly in the Boston interest. The country on the west side of the lake is very valuable in agricultural and mineral resources, within twelve miles of iron forges, at the State prison in Clinton county, and directly through other manufacturing of iron etc. This road will greatly aid in the development of the resources of the state, and should be built without delay. The St. Lawrence at the head of the rapids, never freezes over in winter; but to enable travelers to take the cars in Chambers street, and be put down in twelve hours or even less, in Montreal, it is proposed to bridge the St. Lawrence, at Lachine, and measures are now in progress to obtain a charter for this purpose from the Canadian parliament.

State Fairs and Railroad Fares.

The question of railroad fares is a problem of vital importance, not only to the owners of these expensive works, but to all the inhabitants of the country they traverse; and no part of the duty of a director is more incumbent than so to arrange these charges that the maximum of profits may be obtained. And this maximum must not be taken to mean a temporary large influx, such as avarice is continually tempted to grasp, but which would soon check the growth of travel or raise up at once an active competition to secure a share in the excessive gains realised by the blind and suicidal policy. Like the other blessings of science and invention, the rapid means of locomotion afforded by the railroad cannot be monopolised nor turned merely to subserve the selfish ends of corporations. With the opening of the first railroad a new standard as well in charges as in speed was introduced, and the public would not be willing that the rates of the old stage routes should be kept up even while admitting the superiority of the iron horse over the animals which once transported them at the rate of six or seven miles an hour over the turnpike. The power which rules over this matter and decides it at last, actually has created these corporations, and is the party daily and hourly treating with them for a passage over their iron track, and ready at once to remedy any long continued policy detrimental to the public interest. It is a matter of congratulation, that railroad companies with commendable unanimity have adopted a liberal system towards the business and travelling community on the subject of the rates of tolls and freights. There is it is true some variance, but where the rates are high it will generally be found that the travel is light, and we believe that railroad companies are more frequently found losing money by running their cars with few passengers at charges not greatly exceeding those of other roads, than making exorbitant profits on a line of heavy travel, protected by any advantage natural or legal.

This general moderation in fares has been productive of great benefit; it has actually given rise to travel, and classes who would never have travelled in any other way have been attracted to the railroad because of its cheapness as well as rapidity. Reduce the charges, and thousands who would never under other circumstances dream of leaving home become travellers, and their increased number makes up for the diminished charge per head. The same thing takes place even on temporary occasions, and the same reasoning is applicable. At the time when political conventions or agricultural fairs are to take place, calling together large assemblages of visitors, and making necessary the transportation of great numbers of persons, the same rule will apply. The largest return is yielded by a moderate tariff of rates. A reduction in the regular fares is therefore justified by the best of all reasons, the interest of the stockholders. We believe that very generally this reduction has been made by the management of our railroads at these periods, especially during the holding of State fairs in their vicinity. Of course there is a limit in the distance to which the reduction will extend; roads far removed from the point of meeting will have no very large increase in the number of their passengers, and those who attend will be able to pay the regular fare, but on roads terminating at or near the place of concourse, the cars will be thronged, and the fares ought to be proportionably diminished.

These Agricultural State fairs would never have

been possible without the existence of railroads. County fairs might have been held; but to bring conveniently together, from the distant parts of an extensive State, representatives of those sections, requires the rapid transportation of the locomotive and train. The numbers thus brought together stimulate competition, and give respectability and value to the exhibition. At the recent New York State Fair, held at Utica, the receipts for entrance were estimated at \$10,000, and it would be safe to assume a total of from 80 to 100,000 visitors. Even if but a quarter of these came over the railroads leading to that inland city, we have an extraordinary travel of twenty or twenty-five thousand to be shared by the railroads of the vicinity. The attendance at the Ohio state fair at Cleveland, was even more numerous; the receipts exclusive of a subscription to defray expenses by the citizens of that place amounting to \$14,000. The Cleveland Herald describing the closing scene, mentions that a single train in the direction of Pittsburg numbered fifty-two cars, and had for freight over 5,000 passengers. Probably over a hundred thousand persons visited this fair, and the railroad travel may have been swelled to thirty or forty thousand. At the fair held at Toronto this year, the number of visitors on the ground on one day was estimated at 30,000, and probably as many more visited and left during the other days. These numbers, though approximations, indicate the large increase of the travel, and show that a reduction during the week when they are to be held, by the railroads leading towards the place of assembly, would be productive of no loss, but rather of gain, in still farther swelling the number to be transported.

The indirect advantage accruing to the railroad interest from the influence of these fairs is, though not so easily traced, even of greater importance. It cannot be denied that our agricultural standard is generally not so high as it ought to be, and that the emulation excited by these fairs and the knowledge disseminated among our farmers by ocular proofs of good husbandry, does tend to elevate their system of tillage. The cultivation of the soil, and the general management of the farm are becoming more and more practically scientific, and the farmer begins to add to the narrow and often erroneous maxims of routine, the better rules which he can find in modern books, where the observations are checked by the results of the laboratory and the accuracy of the chemists balance. The ratio of increase in the productiveness of a country and the corresponding agricultural surplus attendant on the introduction of superior methods of husbandry, can hardly be estimated, but the whole of it will go to swell the freight tolls of the railroads of the country, for they alone will render this surplus valuable by placing it down at a market.

The policy pursued by railroad companies has been liberal, and we do not make these remarks in any spirit of fault finding. The roads for example in the state of Ohio, transported persons wishing to attend the fair at half the usual fare, and articles intended for exhibition were transported free of charge. This was just and right, for these very railroads will sooner or later reap a rich harvest from the improvements adopted by intelligent farmers who have attended these fairs. The improved plows and machinery to assist in the labor of the farm exhibited at them will be adopted and more bushels of wheat and barrels of flour will begin to roll over their road without asking for any extraordinary reduction of fare. The money expended in the transportation of the superior utensils was

well laid out, and will be paid with an overflowing interest. The attendance and the interest of these fairs, very much depend on the course adopted by the railroad companies, if they choose to levy a heavy tax, the attendance will be meagre and but few articles exhibited, and the standard of agriculture will have a tendency to fall; if they unanimously and freely adopt a different course, they will gain, and the development of the resources of the country, of which their works are the foremost auxiliary, will be carried along proportionally to their own profit.

During the course of the next year we shall have a World's Fair in New York, at which the products of the national mind will no doubt be largely exhibited, and agricultural instruments of various kinds will fill no small department. We think that the very best possible understanding should be cultivated by the gentlemen who have this enterprise in hand, and the managers of our various roads in all sections of the country. A system of through passes at a moderate rate might, we think, be profitably organized to and from New York, and to remain good during the continuance of the fair, and for a reasonable time after it. These tickets admitting holders to the ground might be countersigned by the agents of the roads between the home railroad terminus of the visitor and this city. The same arguments which apply in the case of the state fairs, have increased validity in reference to this great gathering of industry from home and abroad; and we believe that a stream of travel before unprecedented, will then set from every section of the country to this its commercial and financial centre. Our railroad system will then be largely increased, and this will be as much a railroad era as anything else; it will try and exhibit its capabilities, and the travel over them will be still further enhanced by the foreign visitors to the fair, who will desire to see more or less of the country after a voyage to its principal sea port. Such a plan will no doubt be adopted; the eminent administrative talent of the managers of our World's Fair must hit on some such arrangement, and it will be seconded by the R. R. directors to whom many of the names they will see coming recommended to their consideration by the remembrance of financial negotiations, no small item among the associations of a railroad president or director. The country generally, we are of opinion, asks for an understanding of this kind to be regularly adopted, and especially for the coming exhibition we have mentioned.

Indiana.**Lawrenceburgh and Upper Mississippi Railroad.**

—The new board of directors elected their officers at a meeting held at Lawrenceburgh on the 21st Sept., George H. Dunn, Esq., was unanimously re-elected President, and Wm. G. Dunn, Secretary.

C. S. Stevenson, Esq., having resigned the office of Treasurer, the duties of which he had very satisfactorily discharged, A. R. Forsyth, Esq., of Greensburgh, was unanimously elected Treasurer.

The directors passed in the cars, over the road to the twelfth mile, and we learn, were highly pleased with the track, and with the success of the work.

Every energy is applied to complete the line to Greensburgh, this season, and the remainder of the work is in rapid progress to Indianapolis—the greater part of the foreign iron for the road, is in this country, and will be forwarded regularly. The laying of the track on the western part of the road will progress next season at several points, and be pushed vigorously.

European and North American Railway.

Our exchanges from the Lower Provinces are completely filled with accounts of proceedings in reference to the European and North American railway. In yesterday's paper we copied an article from the New Brunswick, announcing the consummation of the contract with William Jackson, Esq., M. P., and associates, for building the entire line across New Brunswick, from the frontier of Nova Scotia to the frontier of Maine, with a branch to Shediac Bay on the St. Lawrence Gulf—embracing a distance of 214 miles in all, with a provisional agreement for branch lines to Miramichi and Fredericton.

Our readers will see in this result, the carrying out of the plan of the Portland convention. A brief review of these matters seems to be appropriate to a full understanding of the whole question.

The plan unanimously agreed upon at the Portland Convention contemplated the building of the line from the valley of the Kennebec river to the eastern coast of Nova Scotia, in separate sections, but in subordination to a common plan, forming when finished, an unbroken line, 475 miles in length, from the most available port for trans-Atlantic communication on this continent, with all the railways in the United States and Canada, with a line of Ocean Steamers of superior capacity for passing the Atlantic ferry.

Maine and New Brunswick following out this idea, incorporated private companies for the purpose of accomplishing this result. Nova Scotia attempted to accomplish her share of the work by constructing her line as a government undertaking, to be built and managed by the Provincial Government. The assistance of the Imperial Government was asked by Nova Scotia in aid of the Provincial securities, and the whole scheme was thus brought prominently before the government and people of England. The various negotiations since are too well known to our readers to be again repeated.—The result of all these efforts and negotiations by the several Provinces, was, a final refusal by the home government to furnish the proposed aid.

It is found out at last, that the home government felt at liberty to withhold the aid requested, because private capital was found fully equal to the execution of these works. A company of the richest capitalists of England submitted to Earl Grey an offer in writing, for the building of the European and North American railway on terms which were within the ability of the Provinces, unaided by the Imperial government, to carry out.

The Hon. Mr. Jackson came to America to carry this offer into effect. The company represented by him, having prior thereto, entered into agreements to build the Quebec and Richmond railway, and the line of railway from Montreal to Hamilton or Toronto to a point of connection with the Great Western railway of Canada, extending from Hamilton to Detroit.

The Quebec and Richmond railway is fully contracted for; the provincial guarantee for one half its cost is given, and the work is in active progress—the contractors taking all the stock and bonds not wanted by other parties. The stock of this road not taken up, was offered on the London Stock Exchange on the 2d of September, and £375,000 sterling, all that remained unsold was immediately taken.

The parties contracting for the execution of this work, are Wm. Jackson, M. P., Thos. Brassey, Sam'l M. Peto, M. P., and Edward L. Betts, whose financial ability and practical experience furnish the highest guarantee of success.

Mr. Jackson, after completing the contract for the Quebec and Richmond railway—in company with his son, Henry M. Jackson, Esq., Capt. Wm. Rhodes, President of the Quebec and Richmond railroad, Mr. Alexander Ross, C. E., of London, proceeded to New Brunswick, by the way of the river Du Loup and Madawaska.

The Executive committee for Maine who have charge of the European and North American R. R., Messrs. E. L. Hamlin of Bangor, John A. Poor of Portland, and the Hon. A. G. Chandler of Calais, were invited by the directors of the E. and N. A. R. R. of New Brunswick, to meet Mr. Jackson on his arrival at Fredericton, in a conference with the Executive of that Province. Mr. Poor attended on behalf of the company in Maine, and Mr. Mor-

ton who had been appointed Chief Engineer of that company by the government of New Brunswick was in attendance.

The New Brunswick company was unwilling to contract for their part of the line, unless Maine should be prepared to construct her portion of the work. Such assurances however were given that the company in New Brunswick consummated the contract with Mr. Jackson and his associates which was signed by the parties on the 29th of September last.

The event was noticed by a royal salute and other public demonstrations at St. John. After passing over the line from St. John to Halifax, Mr. Jackson submitted an offer to the Executive of Nova Scotia for building the Nova Scotia portion of the line on the same terms as those accepted in New Brunswick.

Mr. Jackson and his party in company with the Hon. J. H. Gray of St. John, a member of the Executive Council of New Brunswick, arrived in Portland on Saturday morning in the Admiral and left in the afternoon by an express over the Montreal road, in company with Mr. Little, the President of the railroad, and other friends, making a party of some twenty-five in all. The impression left on all minds was, that the consummation of the entire work of constructing the European and North American railroad is now placed within our reach.

Mr. Jackson had an opportunity of spending some hours here, and of seeing the commercial advantages of Portland, and in passing over the line of the Atlantic and St. Lawrence railroad, expressed his satisfaction with his visit to our State.

On the consummation of the bargain for the construction of the Montreal and Toronto railroad, Mr. Jackson will depart for England, to take his seat in Parliament, which is summoned to meet for business on the 11th of November next.

The abundance of money in England, favors the construction of railways in British North America; and the arrival of Mr. Jackson, under the circumstances of his mission, is a matter of interest to Maine. We hope to see the best plan adopted to bring all our railway interest into harmony, under the full belief that such a result will secure at once the construction of our leading lines.

We cannot but congratulate the friends of the Montreal railroad, and of the European and North American railway, on the auspicious results of their labors, and to hope that Maine is now so far advanced in commercial importance, as to secure at an early day, the great destiny to which her friends have assigned her, and that, on the return of the Hon. Mr. Jackson to Portland, we may be able to assure him of our ability to ensure the accomplishment of our portion of the great work now devolved upon Maine.—Portland Advertiser.

St. Lawrence and Lake Huron and Peterborough Junction Lines.

The report of the engineer of the St. Lawrence and Lake Huron line has been issued. It is proposed to connect the Ogdensburg route with Peterborough and the Georgian Bay. It has not yet been determined where the southern terminus shall be located, whether at Kingston or Prescott; the original proposition was to the latter town, but in view of the early construction of the Trunk line, Kingston may it is said be selected as saving distance and answering the whole purpose. An application is about to be made to parliament for a charter to construct a junction line between Toronto and Peterborough—and a reconnaissance has already been made of the route. Whether as a portion of a traffic line (by which it is affirmed the distance would be less than by the lake shore) or a loop line to it, by which to connect the back townships with Toronto and Kingston respectively, the scheme appears to be well worthy of favorable consideration.

Sixteen citizens of Albany have already subscribed \$125,000 to the Albany and Susquehanna railroad, and a large amount in addition has been subscribed in that city, the sums varying from \$300 to \$3000. The enterprise is greatly favored in Albany, as one which will contribute very greatly to the prosperity of that city.

American Superiority at the World's Great Fair.

This is the title of a very elegant chromo-lithographic print, containing in tastefully designed compartments a number of the leading articles of American ingenuity, exhibited at the World's Fair of 1851. It is itself a very beautiful specimen of American art, as well as an appropriate memorial of what was presented on the part of our country, at that remarkable exposition of the industry of the world. In spite of the sneers of many more hostile, perhaps, to republicanism than ought else, the Eagle and the folds of the American flag spread over products of human art, adding more largely to material wealth and national strength than those which were collected under any other banner. Such a triumph though the full strength and interest of the country was hardly aroused, deserves not to be neglected, and we hope it will stimulate to new efforts and new trophies at the World's Fair of 1853, to be held on the shores of the Western Continent. The polychromatic print contains, we believe, 14 distinct tints having all the richness of oil painting, and involving a passage as many times beneath the press. The central compartment is occupied by a sea piece, with the Yacht America careering over the waves. On the left hand, and beneath the flag of the Union, is the set of gold plate manufactured by Ball, Tompkins and Black, and presented by the merchants of New York to E. K. Collins, Esq., the enterprising projector of the triumphant line of American steamships. Near-by is the engraving representing Colt's Firearms. The bridge of the New York Iron Bridge company is in the back ground of the centre piece. On one side is Power's Greek Slave, on the other a bust of Hobbs the famous lock picker, supported by Day & Newell's Parautoptic lock. In the centre, and beneath the yacht, is an astronomical clock devised by the Cambridge astronomers, Prof. Bond and his son, in which the observer is assisted in making his record by the electric current. In this important department the Americans have taken the lead, and the instruments of the Bonds, and those of Prof. Locke, of Cincinnati, and Prof. Mitchel, now the Engineer of the Ohio and Mississippi railroad, though they have secured the credit of the application of electricity to astronomical observations for the country, still leave in considerable doubt the claims of the individual inventors. Dick's anti friction Press, the self-acting lathe from the Lowell Machine Shop, McCormick's famous Reaper evince the capabilities of the artists in representing machinery. Nunn & Clark's Piano is also beautifully drawn on the stone. Last, not least, is Herring's Safe to deposit the wealth obtained from our national enterprise and genius.

Accompanying the lithograph is a volume containing a description of the American contributions to the Fair, and some very handsome lithographs drawn on the stone by the artist, and therefore securing the greatest breadth and finish. We were particularly struck by the engraving of the steamship Baltic on the 60th page, as exemplifying what we have stated. The plates are drawn by Thurganger & Brothers, and lithographed by A. Brett & Co., of Goldsmith's Hall, Library st. Philadelphia, and the work is edited by Charles T. Rodgers, by whom it is appropriately dedicated to the American people. We have gone into detail because we hope that the country will not disappoint expectation at the coming Exhibition in New York; but that from far and near specimens of American labor and the results of American genius may be

sent in to our Crystal Palace, that worth and excellence may be truly rewarded, and thus the efforts of mind redound to the advancement of peace and universal comfort and happiness, among men. In these contests and trophies, we see the evidences of a civilization far transcending the palms of the Grecian wrestler or the prouder laurels of the Roman general. Peaceful labor is after all the best foundation of national importance and grandeur.

Pennsylvania

Harrisburg, Portsmouth, Mountjoy and Lancaster Railroad Company.—The annual meeting of this company was held Sept. 3d, at the office of the Co. No. 95½ Walnut street Philadelphia. The following gentlemen were elected directors for the ensuing year:

Joseph Yeager, Seth Craige, Wm. Ford, Algernon S. Roberts, Francis R. Wharton, Henry Buehler, Harrisburg; Dr. John Holmes, David Lapsley, Robt. V. Massey, Wm. W. Longstreth, James Magee, James Mehaffey, and Chas. Keen, of Marietta.

The directors re-elected Joseph Yeager president, and Geo. Taber Secretary.

The report for the year ending Aug. 31st, 1852, gives a very satisfactory exhibit of the operations of the road during that period. The total income for the year is.....\$200,249 85
And the expenses for the same time have been..... 93,316 48

Net earnings.....\$101,933 37
Leaving a profit to the stockholders after paying the interest on the debt and expenses of \$69,673 about 9 per cent on the capital stock of both roads which has been applied to dividends and construction of road.

The number of passengers over the main line has been 80,186, being an increase over the number carried last year of 13,900.

The tolls on freight transported by the Pennsylvania Co.....\$32,672 33
The tolls on local freight..... 32,962 53

\$65,634 86
The receipts of the main line on passengers through and local.....\$87,309 68
On freight..... 43,814 90

Total.....\$131,124 58
The receipts of the branch road on passengers through and local.....\$28,662 83
On freight..... 21,820 29

\$50,483 12
A contract for the reconstruction and ballasting of the entire road from Dillerville to Harrisburg was entered into on 24th Dec. last, and will be completed during the present month of October. The grade of the road between Harrisburg and Portsmouth has been reduced from 28.80 to 18 feet to the mile, corresponding to the grade on the Columbia branch. Contracts have been made for grading so as to adapt the road for a second track between Harrisburg and the intersection with the Columbia branch. The bridge over the Conawago creek has been rebuilt during the year, and protected as far as possible against the weather and destruction by fire. It has been shortened 150 feet, which distance has been replaced by a solid embankment.

The report states that the settlement of the rates of charges between the company and the Pennsylvania road have been satisfactorily made and the amount to be received by the Co. increased. The tolls have been diminished, but the directors are satisfied that the income will be amply sufficient to

pay the usual dividends, with a fair prospect of increase in the future.

Railroad Law.

Justice Gibson, of the Supreme Court of Pennsylvania, has just delivered a very important decision in regard to the liabilities of railroads, in which he takes broad ground. It was in a case where an action was brought to recover the value of a cow run over by a train of cars on the Erie railroad. Judge Gibson's remarks relative to the opinion of the Court below are as follows:

The charge was accurate in its outline, but not in its details. As has already been said, there was no evidence of negligence on the part of defendant. In another part, he even took the fact for granted. "The simple fact," he said, "of permitting, for a limited time, the cow to wander on the railroad, would not, of itself, be such negligence, as to excuse all negligence on the part of the defendant."

Had there been evidence to raise the point, the direction might have been well enough; but the application of the principle in the particular instance was wrong. In *Sills vs. Brown*, 9 C and P 605, it was ruled that in cases of accident with carriages or ships, mutual negligence, if contributive to the injury, bars an action for it—a principle enforced by this court in *Simpson vs. Hand*, 6th Wharton, 311. But it was erroneous to predicate it of a case in which the negligence was all on the side of the plaintiff.

He further charged the Jury that, "if the plaintiff knew his cow was wandering on the railroad, it was his duty to drive her therefrom. He had no right to suffer her to be there, and if he suffered it knowing her to be there, he was guilty of such negligence as would prevent his recovery. But if his cow casually wandered away, ordinary care being used to restrain her, the simple fact of her being on the track would not excuse the defendant's negligence."

Now, the making of this gratuitous imputation of negligence, and the ignorance of the cow's whereabouts, the turning point of the cause is the root of the error. As the loss of the property is not a penalty for the owner's supineness in the care of it, of what account is his ignorance of its jeopardy? The irresponsibility of a railway company for all but negligence or wanton injury, is a necessity of its creation. A train must make the time necessary to fulfil its engagements with the post office and the passengers; and it must be allowed to fulfil them at the sacrifice of secondary interests put in its way, else it could not fulfil them at all. The maxim of "*salus populi*" would be inverted, and the paramount affairs of the public would be postponed to the petty concerns of the individuals.

Every obstruction of a railway is unlawful, mischievous and abatable at the cost of the author or owner of it, without regard to his ignorance or intention. It may seem cruel to make a dumb brute suffer for the fault of his owner, but it must be remembered that the lives of human beings are not to be weighed in the same scales with the lives of a farmer's or a grazier's stock; and that their preservation is not to be left to the care which a man takes of his uncared for cattle. Allowing them to prowl for their food, he may not wash his hands of the consequences of it. In a country so obnoxious to the charge of indifference to human safety, it is a high and holy charge of the Courts to hold to their duty, not only those to whom it is immediately committed, but also those by whose defaults it may be remotely endangered, and to hold them hard. We are of opinion that an owner of cattle killed or injured on a railroad, has no recourse to the company or its servants; that he is liable for damage done by them to the company or its passengers.

Judgement reversed.

Railroad Subscriptions.

The *Greenville Press* says that \$600,000 have been subscribed to the Pittsburg and Erie railroad, which renders it certain that the work will be successfully prosecuted to completion. Of this amount \$450,000 have been subscribed by the counties of Lawrence, Mercer and Crawford, in their corporate capacity.

Memphis and Charleston Railroad.

We learn from the Huntsville Advocate that the board of directors which met at Memphis on the 13th inst., made several new calls upon the stockholders. The contractors are generally at work upon the line of the road from Decatur to Crow creek—the Lagrange portion of the road will be completed this year—the re-laying of the Tusculum road is prosecuted as fast as possible, and will be finished during the winter. To ensure the constant and unremitting prosecution of this work, it is necessary for the stockholders to respond to the action of the directors and promptly meet the calls now made upon them.

Col. A. E. Mills was elected President of the road in place of Col. Geo. P. Beirne, who declined a re-election—still, however, serving the company as a director. Col. Mills is too well known—his ability, zeal, and entire devotion to the great work—are too apparent not to give the public and the company assurance that he will make a most efficient President, and devote his entire energies to its successful prosecution.

The passenger cars for the road have arrived at Memphis. The Eagle states that by the 1st of October they will commence running to Collierville, a distance of 25 miles. The grading to Lagrange is nearly completed, and cross ties provided to lay down the iron to that point.

Connecticut.

Hartford and New Haven Railroad.—The annual meeting of this company was held on the 5th September last, at Hartford, when the board of directors made their report of the operations of the road to their stockholders. The income for the year ending August 31, was:

From passengers.....\$396,383.37
" Freight..... 172,546.82
" Rents, mails, etc..... 31,478.55

\$600,408.74
Operating road, and repairs to road and equipments..... 239,685.08
Paid for engines and cars..... 28,500.00
Interest on bonds and loans..... 31,599.09

\$299,784.17
Net income.....\$300,624.57

The total receipts from passengers and freight were for the year ending 31st August, 1851..... 526,580.90
For the year ending 31st Aug., 1852... 568,930.19

Increase..... \$42,349.29

The whole number of passengers carried during the year is 492,228, being an increase over the number carried last year of 46,100. This large number has been carried without accident or personal injury. The mileage of freight and passenger trains is 256,874, of gravel and wood trains 22,354.

Twenty-four miles of double track were laid at the time of making the report, and eight more from Springfield to Thompsonville were to be completed in the month of October. This addition to the double track, it was stated, would greatly facilitate the operations of the road. The cost was about \$8,000 per mile.

The report speaks in high terms of the comfort of Mr. H. M. Paine's method of ventilating cars, which has been tested on this road with very satisfactory results.

The Legislatures of Massachusetts and Connecticut have authorised an addition of 6,500 shares of \$100 each, to the capital stock of the company, making a total of 30,000 shares.

It is stated that 472 bonds of \$1000 are now outstanding, 82 being due on the 1st August next, and the balance on the 1st of February ensuing. The board recommend a temporary provision for those first coming due, and the settlement of the whole amount by an issue of stock or by a new loan.

A dividend of 5 per cent., payable on the 1st October inst., was made, and a vote of the stockholders has instructed the new board to make an extra dividend on the 1st January next, of 5 per cent., making 15 per cent in all for the year.

The following gentlemen have been chosen directors for the year:—Charles F. Pond, Chas. Boswell, Hartford; C. Vanderbilt, J. A. Robinson, N. Y.; C. W. Chapin, Springfield; Jas. S. Brooks, Meriden; F. R. Griffin, Guilford; Ezra C. Read, New Hampshire; Wm. Jarvis, Middleton.

Railroad Convention at Knoxville, Tenn.

A convention of delegates from the States of Tennessee and Kentucky met on the 22d September last at the Court House in Knoxville. The object was to secure the construction of a railroad from Knoxville, Tenn., to Danville, Ky. Great unanimity prevailed, and the hope was entertained that the measure contemplated by the convention would be speedily accomplished. The preamble to the resolution adopted states that a railroad between the two places above mentioned is the only link not in process of construction necessary to connect the cities of Louisville and Cincinnati and the great valley of the Ohio, with Norfolk, Charleston, Savannah, Mobile, and ultimately with Pensacola and New Orleans, and that charters have been already secured in the States through which the road is to run. The resolutions invite the States, railroad companies and citizens interested to aid in the accomplishment of the proposed road, and recommended at once the survey of the route to ascertain the nearest, best, and most practicable line. They further advise the commissioners appointed in the charters of incorporation to confer together with a view to a speedy and efficient organisation, and recommend applications to be made to the county courts of the several counties and to the people for county subscriptions.

The appointment of committees of correspondence, etc., was also called for in the resolutions, and they were so appointed by the convention. The following resolution offered by A. M. Lea, was also adopted:

That the convention regards the construction of the railroad from Knoxville to Charleston, by way of Rabun Gap, and eminently important to the interests of the road from Knoxville to Danville: and that the interests of the two roads are combined and mutual; and it is the opinion of the convention that the commerce of the country will speedily demand their construction.

Mobile and Ohio Railroad.

The Mobile Advertiser states that the lettings of the contracts on that part of the route reaching from a point 8 miles north of Winchester, Wayne Co., through Clarke, to the southern line of Lauderdale, a distance of 50 miles, were completed at Quitman, on the 15th ult.

There were numerous bidders, and the contracts were taken at a slight figure above the estimates. Some of the contracts were taken by planters and others along the route, payable in stock. The best spirit everywhere prevails as to the enterprise.

"There are now completed and under contract 138 miles of this road—to wit, 33 miles finished to Citronelle; fifty-five miles from Citronelle to near Winchester, which have been worked on 2 months, and fifty miles just let out. Besides this, one hun-

dred and twenty-nine miles, from south line of Lauderdale to south line of Pontotoc, will be under contract by the 30th of Sept.—thus making a distance from Mobile of 267 miles."

Massachusetts.

North Danvers and South Reading Railroad.—A meeting of the friends of this project was recently held at South Reading. W. D. Northend, President of the Georgetown and Danvers railroad, made a clear and interesting statement of the nature and prospects of the proposed route. He was followed by Mr. Cunningham, who has been surveying for the road. Much interest was manifested, and great confidence expressed that in a few weeks the building of the road would be put under contract. A committee was appointed to confer with the officers and raise subscriptions to the stock.

Eastern Railroad.—The improvements on that portion of the railroad which is in Chelsea is going on rapidly. The bridges on the Salem Turnpike, and from the Mill hill to North Chelsea are in a state of forwardness, and the double track through the Cary estate is nearly completed. The distance between Boston and the East is shortened about two miles by these improvements, and the expense is much less than was anticipated.

Fairhaven Branch Railroad.—The following gentlemen have recently been elected directors—Ezekiel Sawin, William L. B. Gibbs, Lemuel C. Tripp, I. F. Terry, Nathaniel Church of Fairhaven, Abraham H. Howland of New Bedford, Loring Meigs of Mettapoisset.

New York.

Chemung Railroad.—At an election held by the stockholders of the Chemung railroad company, at the village of Elmira on the 5th inst., for the choice of thirteen directors to serve for the ensuing year, the following gentlemen were duly elected, viz: Robert Bayard, Isaac Otis, J. S. T. Stranahan, J. W. Baker, N. York; Simeon Benjamin, John Arnot, A. S. Diven, Wm. Maxwell, Elmira; Charles Cook, Havana; C. A. Cook, N. B. Kidder, W. N. Clark, W. W. Watson, Geneva. The directors met on the same day and made choice of the following officers, viz: Simeon Benjamin, Esq., president; Isaac Otis, Esq., treasurer; Henry H. Casey, Esq., secretary. This road, which unites the Erie road at Elmira with the Canandaigua and Jefferson at Jefferson, is leased to the Erie road for a long term at 8 per ct. per annum on the cost.

Fox River Valley Railroad Company.

The stockholders of this company met at Elgin, on the 22d, and elected a board of directors, consisting of the following named gentlemen:

John B. Turner, B. W. Raymond, E. S. Wadsworth, Chicago; John Van Nortwick, Batavia, Kane County; Morris C. Town, Elgin, Kane Co.; Joseph Teft, Elgin, Kane Co.; J. A. Carpenter, Dundee Co.; Alfred Edwards, Dundee Co.; William Henry, Algonquin, McHenry Co.; A. H. Nixon, McHenry Co.; George Gage, Nunda Co.; William McConnell, Richmond county; Charles Burchard, Waukesha, Wis.

At a subsequent meeting of the directors in the evening, the board was organized by electing, B. W. Raymond, President; M. C. Town, Treasurer, and A. J. Waldron, Secretary.

The present prospects of the road are very encouraging, and with the above named gentlemen constituting the board of directors, an early completion of the road is insured.

The subscription to the stock, now amounts to over fifty-two thousand dollars.

Ohio.

Cincinnati, Hillsborough and Parkersburg R. R.

—The Western division of this road was opened by a celebration on the 22d Sept. last, at Hillsborough. From an early hour the people of Highland and the adjacent counties flocked into Hillsboro', and by noon between six and seven thousand were assembled at that place. About noon a long train drawn by two powerful locomotives arrived at the depot with the invited guests from Cincinnati. After the arrival, an immense procession was marshalled under the direction of Col. David Miller, to the Court House, here the Cincinnati guests were welcomed by the Hon. Nelson Barrere, in an eloquent speech, which was responded to by Mr. Stratton, one of the City Council of Cincinnati, in a neat address. The assemblage then adjourned to the Barbecue ground, where the whole company were entertained with a substantial repast. After dinner the company collected around the stand, where addresses were delivered by the Hon. J. Winston Price, Hon. A. T. Ellis of the Ohio and Mississippi railroad, James H. Thompson, Esq., and Mr. Hays of the Cincinnati bar. The speaking over, W. H. Clement, Esq., Superintendent of both the Little Miami road, and the Hillsborough, treated about 500 of the company to a short excursion on the railroad, after which the whistle of the locomotive sounded return, and the guests from Cincinnati took their departure, then first realizing the important fact that the locomotive had penetrated sixty miles eastward from their city, and within 56 miles of the coal and iron mines of Ohio.

Ohio.

Cincinnati, Wilmington and Zanesville Railroad.

—The board of trade of Zanesville, the directors of the Central Ohio railroad, representatives from the Akron branch, and the directors of the C. W. and Zanesville railroad company have recently held a conference at Zanesville, the principal object of which is to secure the construction of the C. W. and Zanesville road from Lancaster to Zanesville, at which animated speeches were made by leading advocates of railroad improvement, and over \$80,000 subscribed. A committee of the board of trade and the directors of the central Ohio railroad have made a report of the result of the conference, the substance of which is, that the directory of the Cincinnati Wilmington and Zanesville railroad pledge themselves to make a connection with Zanesville with as little delay as possible, if the citizens of Muskingum Co. will subscribe stock to the amount of \$350,000.

Of this sum \$100,000 has already been voted by the county of Muskingum, and \$25,000 by the city of Zanesville. The town of Putnam also has conditionally voted \$25,000, which subscription, the present presumptive probabilities are, will become available, and great confidence is reposed in the success of an arrangement proposed to be entered into between the company and the Central Ohio R. R. company, to furnish or supercede another \$100,000 thus leaving \$100,000 to be made up from bona fide individual subscriptions by the citizens of Muskingum county.

Connecticut.

The Canal Railroad.—The books for subscription to the stock of that part of the canal extension railroad, lying within the limits of Connecticut, were lately opened at Plainville, and the whole amount subscribed, except a small amount reserved for the towns along the line. Nothing now remains, but for our citizens to make up the few thousands allotted to them, and the route must, we are assured, be

put under contract to Northampton immediately.—
New Haven Courier.

American Railroad Journal.

Saturday, October 9, 1852.

Mississippi Central Railroad.

This is a project which has, as yet, attracted but little public attention, although great progress has been made in securing for it the means necessary for its construction. The line of the road extends from Canton to the Mississippi state line, a distance of about 180 miles. From thence it is to be prolonged to Jackson, Tennessee, there to connect with the Mobile and Ohio railroad, and also the proposed road from Louisville to Memphis. At Canton, its southern terminus, it will connect with the New Orleans and Jackson road, the line of which extends to that place. These two will, in fact, form parts of the same great line of road destined to connect the interior of Mississippi, and also the road in progress of construction, south and west with New Orleans. It will bear the same relation to New Orleans, as will the Mobile and Ohio road to Mobile.

The Mississippi Central road will traverse one of the most productive and richest portions of the state, a great part of which has no suitable outlet to a market.

The great staple of this region is *cotton*, which is now carted at very heavy expense to the Mississippi river. The vastly greater cost of transportation on the ordinary earth, over a railroad, and the rapid expansions of these works through the southern states, render the construction of a railroad in every district without natural outlets indispensable to enable the planters of such section to compete successfully with those more favorably situated. All our cities are compelled to build railroads in self defence, for the purpose of maintaining their trade and consequence. This is now become equally true of our planting and farming districts; those possessing railroads being enabled by the diminished cost of transportation, to undersell those who are not so favored.

As already stated the country pursued by the line of the above road, is of vast productiveness, and is one of the best settled portions of Mississippi. But to continue to prosper with other portions of the state, the people along its route feel the urgent necessity of a railroad, and they have, and are now contributing most liberally toward its construction. The whole cost of the road will be about \$2,500,000, of which, at least, \$1,500,000 of reliable subscriptions can be easily raised on the line of the road. We understand that the necessary surveys are now in progress, and that the road will be placed under contract without delay, and will be completed with the utmost dispatch.

The route is a remarkably favorable one. No streams of magnitude are crossed in the entire line. No rock whatever is met with. The rivers are but very slightly depressed below the surrounding country, and can be bridged with very little expense.

In addition to its local traffic, which must be lucrative, from the fact that it will supply the only outlet to a most fertile country, it will form a part of the great route of travel between New Orleans and the north and north-east. The number of people passing up and down the Mississippi river annually, is over 600,000. The vast majority of these will be thrown upon railroads, and those going to and from New Orleans over the Mississippi Cen-

tral. There can be no doubt whatever of the fact, that the construction of a railroad from N. Orleans to the mouth of the Ohio, would double the number of passengers between the above termini.

The gentlemen having the above road in charge, feel that the credit of the state of Mississippi is at a low ebb in our great money markets, and are determined to wipe off the stigma which now rests upon it. They are resolved to demonstrate the fact that they can build an important and extensive line of railroad without going abroad for money, or at best for only a small fraction of the cost of the road. From what we know of the wealth of the country traversed, and the ability of the parties having the project in hand, we do not doubt its complete success. A few such successful efforts would effect a wonderful change in the public sentiment in reference to the character and credit of the state, and would be effectual in placing her in a position which she should and will ere long occupy, as one of the richest of the southern states.

The president of the road is Walter Goodman, Esq., of Holly Springs, a gentleman very favorably known both in this city, as well as in Mississippi, and whose connection with any project, is sufficient guaranty of its soundness, and that its affairs will be wisely and carefully managed.

Straight Line Road from Utica to Syracuse.

We have already stated that a new road is proposed from Utica to Syracuse, for the purpose of cutting off the bend made by the present road, running by way of Rome, which is somewhat out of the direct route between the above cities. As an offset to this, a road is proposed from Rome to Rochester, running around the north shore of Onondaga Lake, and approaching for a portion of the way, near to the shore of Lake Ontario.

We presume that neither road will be built at present, though we regard the last named project as much the most promising of the two, in not possessing the characteristics of a rival line, so much as the former. The road from Rome would traverse, for a portion of its distance, a pretty wide belt of country without railroad accommodations, and would afford a more convenient outlet for the city of Oswego, by railroad, than the one now used. There are, however, serious objections in the way of constructing any detached portion of road between Albany and Buffalo, independent of cost, difficulties of route, etc., etc., and these are the hostility it would meet from the great through line now in operation. The several companies that make up this line have established a sort of a defensive alliance, and would not probably form any business relations with any purely rival line; so that should a railroad be constructed from Rome to Buffalo even, it could get no through travel, for the reason that passengers taking this, would not be ticketed over any portion of the great line. This fact will probably deter capitalists from taking stock in any project like the one described, unless in a scheme that purposes to construct a new through road.

It was considerations like these, probably, prevented the commencement of the Mohawk Valley railroad last year. The charter of this company has now passed into the hands of the Utica and Schenectady company, which controls the right of way upon both banks of the Mohawk, the only practicable routes for a railroad between Albany and Utica to the table lands of central New York. Another objection to the new road is that it is not needed, except as a local work, (and of its merits

in this particular we do not presume to speak.) Neither is its construction called for by public sentiment. The Albany and Buffalo line as it is, is well managed, and its rates of charges are altogether satisfactory. The rivalry of the Erie and its branches, will always be sufficient to secure to travellers good management and satisfactory treatment on the part of the former. The public are satisfied with things as they are; and as we see no way in which the new road can come in for any portion of the through travel, it appears to us that it would be wise for them to wait till they see better prospects ahead.

Baltimore and Ohio Railroad.

The following description of the progress of this work taken from a Baltimore paper, forcibly exhibits the vastness of the enterprise to be completed, as is confidently believed, by about the 1st of January next. At the workshop of the company at Baltimore, they have over one thousand mechanics constantly employed in preparing the necessary means for this object. The castings for sixty iron bridges, to be erected over the streams between Fairmount and Wheeling are nearly completed, including one for the Monongahela river at Fairmount, to be composed of three spans of 105 feet each, being the largest iron bridge in the world with the single exception of the one at Menai straits in England, about fifty locomotives are also being built, and a large number of burthen cars being constructed, all of which will be finished by the 1st of January, and if placed in a straight line, makes a train of at least seven miles in length. Besides these, there are also a number of locomotives and cars building at private establishments in the same city.

Louisiana.

New Orleans, Opelousas and Great Western R.R.—A meeting of the citizens of Franklin, in St. Mary's parish, Louisiana, was held at the Court House on the 16th Sept., the object of which was to forward the construction of the above road.—Judge Overton and Colonel B. H. Payne were the principal speakers. Resolutions in favor of taxation upon the realty of the Parish towards the construction of the road, and providing for the appointment of a committee of five to petition the President of the Police Jury for a meeting of that body, for the passage of a resolution submitting the question of an annual tax of one per cent. upon all the landed property of the Parish for the space of six years, were unanimously passed.

Vicksburg and Shreveport Railroad.—The engineer employed to survey and locate the line, Peter J. Tournadre, Esq., and his assistants, commenced the survey at a point on the Mississippi, opposite Vicksburg, on the 15th September. It is expected that the whole line, from Vicksburg to Shreveport, will be surveyed and located by the 1st January or February next.

Florida.

Brunswick and Florida Railroad.—A telegraphic despatch from Elam Alexander, Esq., President of the Washington and New Orleans Telegraph Co., published in the Savannah Courier, announces that the board of direction of the Brunswick and Florida railroad company closed on the 23d September, a contract for 19,000 tons of railroad iron—1,000 tons to be delivered at Brunswick in November next, and 1,000 tons each month thereafter. The stockholders here paying about \$400,000 in cash on the contract. The engineers were to be in the field on the 1st of October, by instructions of the board.

Winslow's Compound Rail.

This rail is steadily growing in favor, wherever laid down, and it has now been in use for some years upon various roads, and has given universal satisfaction. The testimony of all who have had experience in its use is uniform in its praise. Such is the remark made to us a few days since by the engineer of one of our roads, who was making inquiries as to the working of the compound rail, with a view of adopting it upon the road of which he had charge. It is 4 years since this rail was first introduced upon our roads. A sufficient time we contend, for a satisfactory test of its merits.

In this connection we would state, that the compound rail is to be used upon the extension of the Chicago and Aurora branch road now in progress, in Illinois.

San Francisco Water Loan.

We invite the attention of capitalists to the advertisement in our columns, for a loan for the construction of water works to supply the city of San Francisco. We shall refer to the subject of this loan more fully in a subsequent number of our paper.

Stock and Money Market.

The price of money has advanced very considerably for a few days past, and as a necessary consequence, the fancy stock market has suffered a very large decline. One cause of the advance in rates asked for money, is the large amount of specie in the Sub Treasury, which now amounts to \$20,000,000, and which cannot be drawn from it, for want of specific appropriations. This sum will probably increase up to the meeting of Congress in December next. Money is sufficiently abundant for all useful purposes, and the panic in the street is entirely due to the peculiar position of the operators, (the bear interest having the advantage,) and should not be taken as any indication of the real condition of the market, which is thoroughly sound. Good securities maintain themselves, and first class bonds of new works can be negotiated without difficulty.

The following table shows the operations of the United States mint for September.

COINAGE FOR SEPTEMBER.

<i>Gold.</i>	
187,360 double eagles.....	\$3,747,200 00
24,550 eagles.....	245,500 00
61,330 half eagles.....	306,650 00
129,311 quarter eagles.....	313,277 50
192,526 gold dollars.....	192,526 00
595,077 pieces.....	\$4,815,153 50
<i>Silver.</i>	
13,000 quarter dollars.....	3,250 00
100,000 dimes.....	10,000 00
43,500 half dimes.....	2,175 00
1,566,900 three cent pieces.....	47,007 00
2,318,477 pieces.....	\$4,879,760 00

<i>GOLD BULLION DEPOSITED FOR COINAGE IN SEPT.</i>	
From California.....	\$4,169,300
Other sources.....	84,700

Total.....	\$4,254,000
<i>Silver bullion deposited for coinage in Sept. 26,000</i>	
<i>Gold Deposits.</i>	

	1851.	1852.
January.....	\$5,071,669	\$4,161,688
February.....	3,004,970	3,010,222
March.....	2,880,271	3,892,156
April.....	2,878,353	3,091,037
May.....	3,269,491	4,335,578
June.....	3,637,560	6,689,474
July.....	3,127,517	4,193,880
August.....	4,135,312	2,671,535
September.....	4,046,799	4,254,000

Total.....\$39,061,948 \$36,999,571

The following comparative table will show the specie movement for nine months:

	1852.		1851.	
	Mint dep.	Exports.	Mint dep.	Exports.
Jan....	\$4,161,600	\$2,868,958	\$5,071,667	\$1,266,281
Feb....	3,010,222	3,551,543	3,004,970	1,007,689
March.....	3,892,156	661,994	2,880,571	2,368,861
April....	2,091,037	200,266	2,878,353	3,482,182
May.....	3,335,578	1,834,893	3,269,491	4,462,367
June.....	6,689,474	3,556,355	3,637,660	6,462,367
July.....	4,200,000	2,971,499	3,127,517	6,004,170
Aug....	2,675,000	2,835,900	4,048,800	2,673,444
Sept....	4,240,000	2,732,000	3,850,500	3,490,142
	36,295,155	22,262,508	31,868,629	31,261,271
Less for. gold rec'd.	2,200,000			1,782,550
	20,063,508		29,478,721	
Excess mint dep..	16,232,647		2,389,903	
	36,295,155		31,868,629	

The amount in the United States Treasury, is about \$18,000,000.

The following is an official statement of the tolls collected on the canals of this state for a number of years past:

	3d week in Sept.	Total to Sept. 28.
1846.....	\$166,096	\$1,777,323
1847.....	126,699	2,541,214
1848.....	144,392	2,012,794
1849.....	137,188	2,004,567
1850.....	132,812	2,021,121
1851.....	127,185	2,275,885
1852.....	124,201	2,666,784
Decrease from 1851 to Sept. 14.....		\$206,683
Decrease from the 3d week in Sept. 1852.....		2,984
Total decrease.....		\$209,617

Railway Share & Stock List;

CORRECTED WEEKLY FOR THE
AMERICAN RAILROAD JOURNAL.

NEW YORK, OCTOBER 9, 1852.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853.....	102½
U. S. 6's, 1856.....	109½
U. S. 6's, 1860.....	116
U. S. 6's, 1862—coupon.....	115½
U. S. 6's, 1867.....	118½
U. S. 6's, 1868.....	119½
U. S. 6's, 1868—coupon.....	119½
Indiana 5's.....	97
Indiana 2½.....	52
“ Canal loan 6's.....	95½
“ Canal preferred 5's.....	42
Alabama 5's.....	97
Illinois 6's, 1847.....	82½
Illinois 6's—interest.....	54
Kentucky 6's, 1871.....	109
Massachusetts sterling 5's.....	—
Massachusetts 5's, 1859.....	—
Maine 6's, 1855.....	—
Maryland 6's.....	107½
New York 6's, 1854-5.....	108½
New York 6's, 1860-61-62.....	115
New York 6's, 1864-65.....	120
New York 6's, ½ y., 1866.....	121
New York 5½'s, 1860-61.....	110
New York 5½'s, 1865.....	110
New York 5's, 1854-55.....	107
New York 5's, 1858-60-62.....	105½
New York 5's, 1866.....	110
New York 4½'s, 1858-59-64.....	101
Canal certificates, 6's, 1861.....	—
Ohio 6's, 1856.....	106
Ohio 6's, 1860.....	110
Ohio 6's, 1870.....	115
Ohio 6's, 1875.....	117
Ohio 5's, 1865.....	103
Ohio 7's, 1851.....	105½
Pennsylvania 5's.....	96½
Pennsylvania 6's, 1847-53.....	91
Pennsylvania 6's, 1879.....	99½
Tennessee 5's.....	92
Tennessee 6's, 1850.....	107½
Virginia 6's, 1856.....	109½

CITY SECURITIES—BONDS.

Brooklyn 6's.....	105
Albany 6's, 1871-1881.....	107½
Cincinnati 6's.....	101
St. Louis.....	96½
Louisville 6's 1880.....	96½
Pittsburg 6's, 1869-1871.....	100½
New York 7's, 1857.....	110
New York 5's, 1858-60.....	103½
New York 5's, 1870-75.....	104
New York 5's, 1890.....	106½
Fire loan 5's, 1886.....	—
Philadelphia 6's, 1876-90.....	105½
Baltimore 1870-90.....	106½
Boston 5's.....	102

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1867.....	113
Erie 2d mortgage, 7's, 1859.....	102
Erie income 7's, 1855.....	96
Erie convertible bonds, 7's, 1871.....	97
Hudson River 1st mort., 7's, 1869.....	105½
Hudson River 2d mort., 7's, 1860.....	99
New York and New Haven 7's, 1861.....	106½
Reading 6's, 1870.....	89
Reading mortgage, 6's, 1860.....	94½
Michigan Central, convertible, 8's, 1860.....	110
Michigan Southern, 7's, 1860.....	100½
Cleveland, Col. and Cin. 7's, 1859.....	114
Cleveland and Pittsburg 7's, 1860.....	102
Ohio and Pennsylvania 7's, 1865.....	102½
Ohio Central 7's, 1861.....	96

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Sept. 30.	Oct. 7.
Albany and Schenectady.....	106	105
Boston and Maine.....	107	107
Boston and Lowell.....	—	109½
Boston and Worcester.....	105	105
Boston and Providence.....	89½	99½
Baltimore and Ohio.....	89	83½
Baltimore and Susquehanna.....	29½	30
Cleveland and Columbus.....	—	—
Columbus and Xenia.....	—	—
Camden and Amboy.....	149	—
Delaware and Hudson (canal).....	128	130
Eastern.....	98	98
Erie.....	86½	82½
Fall River.....	—	—
Fitchburgh.....	105½	104½
Georgia.....	—	—
Georgia Central.....	—	—
Harlem.....	72	69½
“ preferred.....	111½	111½
Hartford and New Haven.....	—	132
Housatonic (preferred).....	35	35
Hudson River.....	73	71½
Little Miami.....	—	—
Long Island.....	28½	25
Mad River.....	—	99
Madison and Indianapolis.....	107	116½
Michigan Central.....	110	111
Michigan Southern.....	123	123
New York and New Haven.....	113	113
New Jersey.....	134	134
Nashua and Lowell.....	—	—
New Bedford and Taunton.....	—	117
Norwich and Worcester.....	53	48
Ogdensburg.....	26½	27
Pennsylvania.....	46½	46½
Philadelphia, Wilm'gton & Balt.....	34½	34½
Petersburg.....	—	—
Richmond and Fredericksburg.....	105	97½
Richmond and Petersburg.....	35	35
Reading.....	98½	95
Rochester and Syracuse.....	122	121
Stonington.....	59½	57½
South Carolina.....	—	122½
Syracuse and Utica.....	130	130
Taunton Branch.....	115	115
Utica and Schenectady.....	139	138
Vermont Central.....	18½	17
Vermont and Massachusetts.....	20	22½
Virginia Central.....	—	40
Western.....	104½	104½
Wilmington and Raleigh.....	57½	57½

Railroad Lanterns.

Our readers will find an advertisement of every variety of railroad lanterns in another page.

Baltimore and Philadelphia in Connection with Western Roads.

The people of Baltimore and Philadelphia profess, and we have no doubt believe, that the roads they are severally constructing are destined to turn the great current of western trade to themselves. Allowing that such will be the *tendency* of their respective lines of improvement, it may be well for our neighbors to consider the capacity of their works to accommodate, before allowing themselves to feel too sanguine as to the result. They now reason in this manner: "New York commands the trade of the west, not because she is in fact the most favorably situated in reference to it, but because she possesses the only avenue by which it can reach a market. Give us," say they, "our railroad, and we, being some hundreds of miles nearer to the heart of the west than New York, can control the trade now enjoyed by the former." Let us look at these assumptions for a moment, and see how far the Baltimore and Ohio railroad is calculated to accomplish its object, and accommodate the business now passing over the New York canals.

The tonnage delivered at tidewater the present year by the New York canals will not vary far from 2,500,000 tons. For a railroad to deliver an equal amount, would require the arrival every *twenty minutes* of a train laden with 75 tons of freight, (a large average load for assorted merchandise.) As the return trips would of necessity equal the number of arrivals, only *ten minutes* would elapse between the arrivals and departures. Now to say nothing as to the impossibility of receiving and accommodating such a vast amount of freight at any railroad terminus, it is easy to see that upon no single, nor double track road even, could the above number of trains, which would amount to 144!! daily, be moved. In fact upon a road of the length of the Baltimore and Ohio, which is about 400 miles, not more than six or eight distinct freight trains daily could be moved with an economy necessary to secure a large through trade. This calculation would cut down the amount of transportation to Baltimore to 100,000, against 2,500,000 now reaching market through the New York route!!

The Baltimore and Ohio is a single track railroad. Now it is well known that the longer a single track railroad, the greater the cost of transportation. The reason of this is obvious. Upon a road of 400 miles there may be twenty trains running the same day, and an accident to one may derange the *time* of the whole. Should one train fail to make time, *all* may be delayed. Should one portion of the road be impassable, operations upon the whole line must cease; so that we think we may state as a safe rule, that, with a single track road, 100 miles is the economical limit of length. Any increase in distance would not, we are confident, diminish cost of transportation.

It is easy to see, therefore, that neither the Baltimore and Ohio, nor the Pennsylvania roads, are to make much impression upon western trade, until they shall have double tracks, which cannot be built on either road for some time to come. Admitting the superiority of their *routes* over the New York, they cannot become competitors for the business of the former, for the reason that the capacity of both for *through* traffic would be equal only to a mere fraction of the tonnage of the Erie canal. Until other avenues than these we have been discussing shall be built, allowing all that is claimed as to the superiority of railroads over canals, the

producer of the west would be compelled, until new avenues should be opened, to take the Erie canal route, even though Baltimore and Philadelphia were the appropriate markets for such products, instead of New York.

In 1850, the tonnage arriving at tidewater through the New York canals was 2,033,863. The present year it will probably reach 2,500,000. To accommodate a tonnage equal to that of 1850, the State Engineer in his report of 1851, calculated that it would require at least *six* double track, well equipped, railroads. Allowing 313 working days, 2,033,863 tons would give a daily movement of 6,498 tons, or about 1,100 tons daily to each road, which being assorted merchandise, was estimated at about the capacity of a double track road. This would involve a movement of 338,979 in one, or what amounts practically to the same thing, 677,958 tons in both directions. From this estimate it will be seen how unequal must be the contest between the Baltimore and Ohio, a *single* track road, and the Erie canal for the trade of the west.

Another consideration in favor of the canal which must not be lost sight of in the calculation, is not only the low cost at which freights can be moved, but taken care of after they reach tidewater. Take *grains* for instance. After a boat reaches Albany, a steam tug tows it, with some twenty others, at a cost of a few dollars, to New York. As a greater part of these grains are exported, they never go into warehouses, the boat serving this purpose until a sale is effected. As soon as sold, the boat is towed alongside of a vessel, and the cargo discharged directly into the hold of the latter. All expenses, excepting the slight one arising from the detention of the boat, are avoided. The boat's captain acts as factor, and the whole transaction may be completed without any intervention whatever of the commission merchant, or any charge for warehousing. In this respect, New York enjoys an advantage not possessed by any city in the United States; an advantage little considered, but one which adds vastly to her strength. The entire length of the Hudson from New York to Albany, a distance of 150 miles, affords a perfect harbor for all kinds of river and canal craft, where such can lie with perfect safety and at slight expense, for any length of time. Were all the receipts by canal at Albany compelled to go into warehouses, no idea can be formed of the vastly increased cost of transportation.

Our Baltimore friends will do well to bear in mind that the annual increase of business in the Erie canal will exceed the full capacity of their road. The ratio of this increase for the future is to bear no reference to the past. This business thus far has been mainly collected from the borders of our navigable lakes and rivers, and has represented only a tithe of the ultimate capacity of the great West. With all the works in progress, the only State that is really making suitable preparations for the accommodation of this trade is New York, and these are the enlargement of the Erie canal.—Although our railroads are engrossing public attention almost entirely, it is the canal that constitutes the strength of this city. Through this channel she must hold, if she continues to retain, the trade of the West. If this trade is to be carried on only by railroad, then might this city well be solicitous as to the result. But the canal constitutes her strength, and through this work she must continue to maintain her position, although its importance is lost sight of in the popular favor felt toward railroads. It is the only work whose capa-

city is at all commensurate with the volume of Western trade, which it must monopolize, for the want of other channels, if for nothing else.

As great as is the present capacity of the Erie canal, the enlargement now in progress will more than double it, and at the same time, will reduce the cost of transportation nearly in the same ratio. The total tonnage capacity upon the enlargement will be 11,640,000 tons, or 5,820,000 in either direction. It is expected that the cost of transportation will be reduced to five mills per ton per mile, making the entire charge from Buffalo to Albany only \$1.82, or a little more than \$2 per ton, from New York to Buffalo, a distance of over 500 miles.—Upon the lakes, the transportation will be still cheaper, so that it may be safely calculated that heavy freight will be taken from Chicago to New York for from \$3.50 to \$4 per ton.

We have written this article, not from any unkind or improper feeling toward either Baltimore or Philadelphia, only to point out to them the strength of the rival they will have to contend with, and the necessity of adopting every possible means within their reach, to give the utmost capacity to their own lines. The first step should be to construct double tracks to their roads without delay, otherwise we are satisfied, they will be sadly disappointed as to the result.

European and North American Railroad.

We find in the New Brunswick papers the details of the contract which has been entered into between the Government of the Provinces, the directors of the European and North American railway company and Mr. Jackson, the celebrated English contractor. The company abandons all claim to the lands heretofore secured to them by the Land Facility act of 1851, which act is to be repealed.

The contract embraces the building of the road from Amherst to the boundary of the State of Maine, *via* St. John. This distance is estimated at 214 miles. The rate per mile for which Mr. Jackson agrees to build the road from St. John to Amherst is £6,500 sterling. Of the entire sum the Province takes £1,200 per mile by subscription, amounting to £250,000 in the whole, being the sum provided by the Money Facility Act, and in addition, loans to the company £1,800 per mile, to be secured by a first mortgage on the road, its rolling stock, etc.—The rate on that portion of the line from St. John to the State of Maine is not yet fixed, the route not having been surveyed or located. The bonds are to run for 20 years, and the interest to be paid by the Province will be about £15,000 per annum.—The road is to be completed in three years. The work is to be done in the most thorough style with heavy iron rails. There are to be 9 station houses between St. John and Shediac, to be built in the best style. The bridges are to be built of iron and stone. The locomotives and cars are to be of the very best description. When completed, it is intended this road for solidity will be among the best in America, and on the authority of Mr. Morton, the celebrated Engineer, it will cost less than many of the first class American roads. The crossing over the falls will be by a tubular bridge similar to that erected over the Menai Straits, this will cost \$120,000.

The contract was signed on the 29th September, and it is supposed that a special session of the Legislature will be at once called to ratify the arrangement, and make the necessary alterations in the acts incorporating the European and North American railway company.

The survey of the line between St. John and Amherst is now nearly completed, and that of the remaining part between Carleton and the American boundary will be soon commenced. The Branch lines to Frederikton and Mirimichi are also provided for in the contract. This is a large undertaking, and from the well known energy and ability of the contractors Mr. Jackson represents, its completion according to the terms of the contract may be looked upon as certain.

New Railroad Route between the Lakes and New York.

The construction of the Lackawanna and Western railroad bids fair to exert a powerful influence in securing new and convenient routes of commerce and travel between New York and the great lakes. The opening of this road, has been the signal for the commencement of other roads for the purpose of supplying Western New York, Canada, and the Steam marine of the Lakes, with coal. Already are three railroads in progress to connect the coal fields with Lake Ontario, that would not have been undertaken but for the above purpose, viz: the Syracuse and Binghamton, which will supply the important port of Oswego; the Lake Ontario, Auburn and New York railroad, extending from Little Sodus Bay to a junction with the Cayuga and Susquehanna railroad, a distance of about 75 miles, and the Sodus Bay and Southern railroad, extending from Great Sodus Bay to the Canandaigua and Corning road. All these roads are aiming, through their connections, at the coal fields of Pennsylvania, and expect to derive a large traffic from the coal trade which is to supply the Lakes, and Western New York. There are also numerous lines of railroad in operation and progress, connecting the Northern coal fields of Pennsylvania, with Lake Erie, through their connection with the Lackawanna and Western, and the Blossburgh and Corning roads. Among these may be named the Erie, Buffalo and New York City, Buffalo, Corning and New York railroad, Canandaigua and Niagara Falls railroad. Upon all these roads the coal trade will form no inconsiderable portion of their traffic.

This traffic being only in one direction, toward the Lakes, it follows that the trains must return light, unless they can form some connection at the coal fields with roads running to New York. With such, the return trains would take, at a nominal rate, full loads of western produce for the New York market, which would break bulk at the coal mines, and be forwarded to New York over other roads.— Were there for instance, a railroad from New York to Scranton, Pennsylvania, the Southern terminus of the Lackawanna and Western road, there can be no doubt but that an enormous traffic would pass over the above road, in connection with those extending from that point to the Lakes. The outlay necessary for the vast tonnage of coal forwarded by the roads running north, would accommodate an equal amount of return tonnage, at a very low cost; so that as far as the distance from Scranton to the Lakes is concerned, the above roads could successfully compete with all other lines of improvement.

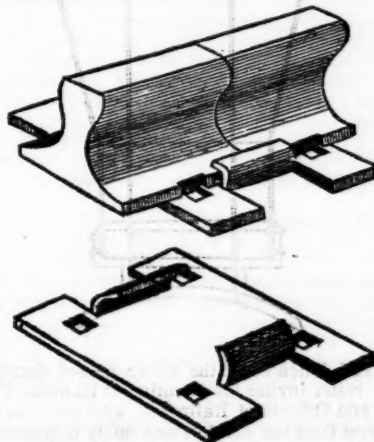
These considerations, we are happy to say, are now arousing public attention to the importance of opening a direct railroad communication from New York into the Lackawanna valley. The progress of other roads, has now rendered this work a comparatively trifling affair. From New York to Scranton, the distance is only about 125 miles.— Eighty miles of this extending from New York to the Water Gap, is nearly completed, the unfinished portion being in progress by the Morris and Essex

railroad. From the Water Gap to Scranton, 45 miles is the only link to be filled, over what is stated to be, a favorable route.

The above route, when opened, would be one of the cheapest, most convenient and shortest route, between New York and the Lakes; and when we consider how little there is wanting to constitute the above a through route, between New York and the West, and how vastly valuable the unsupplied link would become, as a new coal road to New York, we can only wonder that it has not been opened long before this. We have supposed, and still think it very probable, that the persons holding the charter for the road from Scranton to the Water Gap, have been deterred from moving, from the fear that their project might injure the Erie railroad, in which we believe they are somewhat interested. Whatever may be a fact in this case, all such partial considerations must, in the end, yield to those of a more general and comprehensive nature, and the former never can be listened to, without in the end, aggravating the evils they seek to avoid.

Resignation of C. B. Fisk, Esq.

This gentleman, for a long time chief engineer of the Chesapeake and Ohio canal, has resigned his office. Having been appointed by the government one of a board to survey the route and report upon the cost of an additional canal around the falls of the Ohio, he has gone to Louisville to meet his associates, Col. Long, and Col. Turnbull, with the view of discharging the duties of the commission.



Wrought Iron Railroad Chairs at Dayton, O.

THE Subscriber, being engaged in the manufacture of Wrought Iron Railroad Chairs at Dayton, is prepared to fill orders on the shortest notice for any size and any quantity of chairs that may be desired. Having made arrangement for an unlimited supply of iron, and having in use the best chair making machinery now used, I feel confident that I can compete with any of the older establishments.

W. H. CLARK.

REFERENCES:

John Swasey & Co., Merchants, Cincinnati.
E. F. Drake, Pres't D. X. & B. Railroad, Xenia.
A. Degraffe, Railroad Contractor,
H. S. Brown, Pres't D. & W. R. R., } Dayton.
Beckel & Co., Farmers' Bank.
October 8, 1852.

CAUTION.

RAILROAD Companies, and the public generally, are hereby cautioned against purchasing Richardson's Patent Oil Cups, or the right to use the same, except of the undersigned, Proprietor of the Patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vt., will be promptly attended to.
E. DEWOLF, Jr.
Oct. 2, 1852. 1y*

Fulton Iron Works and Car Factory.

W. W. WETHERELL, Proprietor.
ELIJAH PACKARD, Superintendent.
SANDUSKY, OHIO.

THE PROPRIETOR of the above named extensive works, takes pleasure in informing his friends and the public generally, that he has fortunately secured the services of MR. E. PACKARD, now of Worcester, Mass. late one of the firm of THRESHER, PACKARD & CO., of Dayton, Ohio. The skill and competency of Mr. P. are matters with which Western Railroad men are too familiar to need any comment, and will be understood by customers as an important guaranty of the best and latest style of Railroad Work.

The Proprietor has made provision for enlarging his already extensive Works, and expects to be able to meet every demand in his line of business. He will furnish, upon short notice, First and Second Class PASSENGER CARS, BAGGAGE, FREIGHT, GRAVEL and all other kinds of Cars now in use, of the best quality and at the lowest prices. He will also furnish, upon 1 ke notice and at the cheapest rates, CAR WHEELS and all other kinds of Railroad Castings.

He has secured the right of WASHBURN'S CAR WHEEL, together with several other Patterns of the most approved styles.

No expense or trouble has been spared in his preparations to meet the demand of the public in his line of business, and he hopes for a liberal patronage.

W. W. WETHERELL.
1y40

August 2, 1852,

\$250,000

San Francisco Water Loan.

Ten per cent. Bonds of \$1,000 each, with Coupons, payable semi-annually, in the City of New York, redeemable on 1st November, 1862.

THE UNDERSIGNED, PRESIDENT OF the Mountain Lake Water Company, of the City of San Francisco, in the State of California, will receive sealed proposals at the office of Messrs. Dias & Thomas, No. 52 Wall street, in the city of New York, until Thursday, the 4th day of November, 1852, at 2 o'clock P. M., for the whole, or any part of the above mentioned Loan, which will bear an interest at the rate of ten per cent. per annum, payable semi-annually in the City of New York, and be redeemable on the 1st day of November, 1862, in the city of New York.

The undersigned will avail himself of the usual privilege of rejecting conditional bids, and of declining such as he may deem not advantageous.

Bids should be directed "Proposals for San Francisco Water Bonds," and sent to the subscriber.

Twenty per cent. and the premium will be payable on the day after opening the bids, and the balance with accrued interest may be paid at the option of the bidder any time before the first day of February next, thus giving Capitalists an opportunity to secure a most reliable and permanent investment, without precipitately disturbing their financial arrangements.

The debt created by the issue of these Bonds, is for the purpose of paying for the necessary pipes, and fixtures, more than sufficient means being already provided for the purpose of building the dams; reservoirs, laying the pipes, and completing the works; the entire capital of the Company (\$500,000,) having been subscribed by the citizens of San Francisco; the subscribers embracing many of its most wealthy and respectable Merchants and Bankers. This is the first and only debt of the Company, and the repayment of the same is secured, by the Transfer in Trust, to James B. Bond and William M. Burgoyne, of all the property and franchises of the Company, valued at upwards of One Million of Dollars.

The Company have by law the exclusive right of laying pipes within the city limits, and own by purchase the only source from which water can be introduced into the city.

The Stock of this Company will probably be the best paying stock in the Union.

Copies of the Laws, Reports of Engineer, etc., can be had by calling at the office of Messrs. Dias & Thomas, No. 52 Wall street, second story.

SAMUEL PURDY, President.
New York, October 2, 1852.

Griffith's Patent Double Machine for making Wrought Iron Railroad Chairs.

THE undersigned, in calling the attention of the public to the superiority of his Patented Machine for making Wrought Iron Chairs, desires to point out the following advantages which it possesses over all others:

First. It adds to the lips of the chair very considerable strength, which cannot be obtained by any other machine with the same size of plate; and it renders the chair perfect without the aid of a hammer to fit the cross tie, so that it can be firmly united with a rail of any required size now in use.

Secondly. These machines are got up cheap and strong, and are so constructed as to make two sorts or sizes of chairs at the same time, with the same amount of labor as though working a single machine; so that, double the amount of labor is obtained with the same number of hands, besides the saving of coal in the furnace. These facts demonstrate the great advantage and superiority of my Patent Double Machine over all others yet introduced.

All letters, and orders for machines, patent rights, etc., will meet with immediate attention.

Please address **ROBERT GRIFFITH,**
1m39 Newport, Kentucky.

Portland Company's Locomotive Works, Portland, Me.

HAVING made extensive additions to their works, the Company are prepared to receive ORDERS for LOCOMOTIVES and TENDERS; FREIGHT, MAIL, EARTH and HAND CARS, RAILWAY FROGS, SWITCHES, and CHAIRS, CHILLED WHEELS, SNOW PLOUGHS, and CASTINGS generally.

—ALSO—

STATIONARY ENGINES, HIGH and LOW PRESSURE BOILERS, TOOLS for LOCOMOTIVE SHOPS.

The whole warranted to be of the latest improvements and best workmanship.

J. C. CHURCHILL, Treas.
JOHN SPARROW, Supt.

Portland, Sept. 21, 1852.

tf

To the Owners of Furnaces, Forges and Rolling Mills, ENGAGED IN THE MANUFACTURE OF IRON IN NEW JERSEY AND ADJOINING STATES.

THE Subscriber proposes to sell, or lease for a term of years, his well known Iron Mine, at Suckasunny, in Morris County, State of New Jersey, situated nine miles from Morristown, and three from Dover.

Offers to purchase or lease the same will be thankfully received at the mine, till the first day of December next, by the subscriber.

MAHLON DICKERSON,
Suckasunny, N. J.

September 9, 1852.

2m

Babcock & Fennell, NEW ORLEANS,

GIVE their personal attention to forwarding Railroad Iron, Machinery, etc.

Refer to—

DAVIS, BROOKS & Co., } New York.
CHARLES T. GILBERT, }

To Chief Engineers.

A YOUNG MAN is desirous of a situation, either in Field Work, or as Practical Draughtsman. Has just completed an engagement in this country; before which, was engaged for six years with an Engineer in Scotland—part of the time as Draughtsman. Is in possession of all instruments necessary for Surveying, Leveling, etc. Please address **J. H. STEWART,** Box 70, Post Office, New York.

I. Dennis, Jr., WASHINGTON, D. C.,

ATTORNEY for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp.

81tf

Locomotives and Machinists' Tools.

THE LOWELL MACHINE SHOP

IS prepared to execute orders for Freight and Passenger LOCOMOTIVES of different classes, with outside or inside Cylinders of approved design and faithful workmanship.

Also—

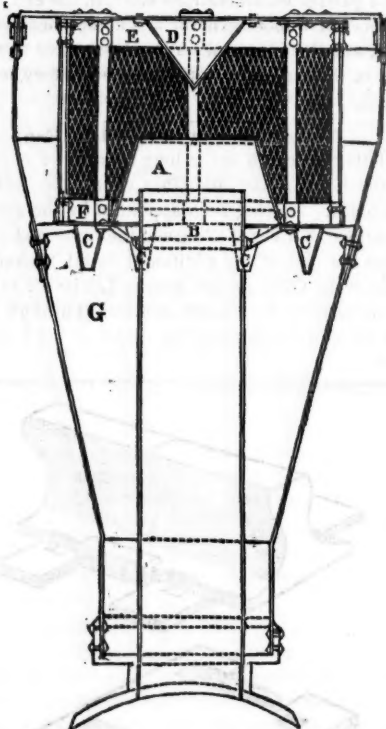
MACHINISTS' TOOLS,

with the latest improvements—consisting in part of Hand and Engine LATHES; VERTICAL DRILLING MACHINES; PLANERS; COMPOUND PLANERS; SHAPING MACHINES; SLOTTING MACHINES; BOLT CUTTERS; Machines for boring Crank Pin holes; Trip Hammers, etc., etc.

WILLIAM A. BURKE,
Superintendent.

Lowell Mass., August 23, 1852.

Matthew's Patent SPARK ARRESTER.



THE Patentee of the above named Spark Arrester invites the attention of Railroad Directors and Officers of Railroads, who have no other interest than the comfort and safety of passengers, and the economy of their company, to test them and judge for themselves. To all such persons, the Patentee will furnish his Patent Spark Arrester free of charge, by such parties sending the necessary dimensions. And the price will be, for the Spark Arrester and Chimney, with patent right to use and repair the same, all ready to place on the Locomotive, \$130—if approved; if not approved, and returned, no charge made. He warrants them superior to any in use, in all points, lighter, cheaper, more durable, safer, cleaner, saving from 15 to 20 per cent in fuel.

The necessary dimensions to be furnished, are:

- 1st. The radius of the smoke box, on which the pipe sets.
- 2d. The height from smoke box to top of pipe.
- 3d. The diameter of cylinder and length of stroke.
- 4th. Whether a cut-off is used or not.

DAVID MATTHEW,
Penn st., (one door north of Almond st.,)
Philadelphia, Pa.

TESTIMONIALS.

Office of the Syracuse and Utica R.R. Co.,
Syracuse, August 18, 1842.

This company have several "Patent Spark Arresters and Chimneys" upon their locomotive en-

gines, which were furnished by David Matthew, constructed according to the specification attached to his patent.

They are by far the best smoke pipe and spark arrester that we have tried or seen.

No inconvenience from sparks or cinders is suffered by the passengers; nor is the draft impeded.

We consider them a great improvement, and regard them as almost indispensable in our business.

JOHN WILKINSON, President.

Office of the Auburn and Rochester R.R. Co.,
Canandaigua August 26, 1842.

This may certify, that there has been in use on the Auburn and Rochester railroad, for the last two years, eight of Matthew's "Patent Spark Arresters," which have given the most perfect satisfaction. From the use of the Arresters on this road, and what I have seen of them elsewhere, I have no doubt but that they are the best in use in the country.

R. HIGHAM,

Supt. and Engineer A. & R. R. R.

To **DAVID MATTHEW,** Machinist.

Auburn and Syracuse R. R. Office,
August 29, 1842.

Dear Sir—The three Spark arresters of your patent, which we have in use on our road, have given perfect satisfaction, and we consider them superior to any now in use, combining as they do the power of arresting the sparks and cinders, without affecting the draft of the engine. Respectfully yours,

E. P. WILLIAMS, Superintendent.

M. W. MASON, Supt. of Machinery.

To **DAVID MATTHEW,** Esq.

Rochester, August, 1842.

We, the undersigned, have used D. Matthew's Patent Spark Arresters and Chimney on the locomotive engines used on the Auburn and Rochester railroad, of different manufacturers, viz: Rogers, Ketchum & Grosvenor, Norris, and Eastwick & Harrison, for more than one year; and all the engines using these Spark Arresters and Chimney have made steam as free as with any other pipe we have ever used; and we believe the draft is as good as any other pipes of the same dimensions, and prevents the escape of sparks and cinders. There has not been any expense for repair on the Spark Arrester or Chimney since they have been put on the locomotive engines; and we further think that they will last for years with little or no repairs.

THOS. SNOOK, Supt. M. P.

CHARLES W. HIGHAM,

N. C. MARTIN,

WM. HART,

Locomotive Engineers.

Syracuse, August 21, 1842.

We, the undersigned, locomotive engineers on the Syracuse and Utica railroad, have used during the last two years, David Matthew's "Patent Spark Arresters and Chimneys," and on our engines we have been able to generate steam as freely as with any other pipe we have ever used. The draft is as strong and free as that of an open pipe of the same diameter, and most effectually prevents the escape of fire and cinders. There have, as yet, been no repairs required to any of these pipes, and we believe they may be used for years with but trifling expense to keep them in perfect order. We certainly consider this pipe a great improvement over any other with which we have been acquainted.

DAVID BEGGS, Supt. M. P.

PETER GRANT,

WILLIAM MCGIBBON,

WILLIAM CESSFORD,

JAMES BONNER,

JOHN VEDDER, Jr.,

Locomotive Engineers.

Syracuse, April 4, 1847.

Mr. **DAVID MATTHEW:**

Dear Sir—Your letter came duly to hand, in relation to the Spark Arresters. Those which we use are all of your patent; and on the neighboring roads we got others to try, but they were not good, and we had to substitute yours.

I am, dear sir, yours respectfully,

DAVID BEGGS,

S. M. P. Sy. and Utica Railroad.

Utica and Schenectady Railroad Office,
May 5, 1847.

Mr. DAVID MATTHEW:

Sir:—In regard to the "Spark Arrester," several kinds have been tried; but yours, as you left it, has been constantly in use. We have your patent on fifteen engines, and use no other kind. Nothing tried here has been so acceptable to us.

Respectfully your ob't serv't,
WM. C. YOUNG,
Supt. and Eng. U. & S. R. Co.

Locomotive Works, Philadelphia,
February 2, 1850.

Mr. DAVID MATTHEW, Vulcan Works, Baltimore:

Dear Sir:—Your letter of 30th ultimo reached us only this morning, and in reply we would state, that we have not had much opportunity of judging of the merits of your Pipe in comparison with others, but that on the Utica and Schenectady Railroad, where we have a number of our engines running, your Pipe is exclusively used, and preferred to all others.

Yours, very truly,
NORRIS, BROTHERS.

Patterson, N. J., Feb. 6, 1850.

Mr. DAVID MATTHEW, Baltimore:

Dear Sir:—Your favor of the 31st January is received. When we used your Spark Arresters on our locomotives they gave entire satisfaction, and we should have continued to use them if we could have procured them; but the gentleman at Catskill, who, we understood, had made arrangements with you respecting the sale of the right to use them, refused to furnish them, except there was an agreement made for selling the right to the whole road. This we could not do, which compelled us to procure our Spark Arresters elsewhere.

We have often been applied to for your Spark Arresters; but as we could not procure them, we have been obliged to furnish others.

Your Spark Arresters have been highly spoken of by all those that we know who have used them, and we think they are equal to any in use.

Very respectfully,
ROGERS, KETCHUM & GROSVENOR.
Per S. J. ROGERS.

Utica and Schenectady Railroad Office,
Schenectady, Feb. 19, 1850.

DAVID MATTHEW:

Dear Sir—I received yours of January 25th, in reply to smoke-pipes, we consider the Spark Arrester of yours, used by us, far superior to any in use.

Respectfully, your obedient servant,
C. VIBBARD, Sup't U. & S. Railroad.

Mr. DAVID MATTHEW—

Dear Sir:—In reply to your enquiries I have to state, that I have been engaged in the manufacture of your "Spark Arrester and Smoke-Pipe for steam engines," for over ten years last past.

I have no hesitation in saying, that your "Spark Arrester is the best that has ever been in use in this country. I have seen all others, or nearly all others tried, but your invention, as patented 31st December, 1840, possesses all the requisites for railroad and other uses in a degree decidedly superior to them all. I am now employed as an engine builder in the establishment of the Hudson River Railroad, and after a careful trial of all the spark arresters and pipes most esteemed in this country, we have found yours to be decidedly the best, and, in this opinion I am supported by the chief superintendent of motive power of that road, who has so expressed himself to me.

I am, very respectfully, your ob't serv't,
JOHN TAYLOR.

DAVID MATTHEW, Esq.:

Dear Sir—Your "Patent Spark Arrester," has been in use on our Locomotives since 1840, during which time we have tried several of a different construction. We can recommend yours as being the most effective and economical of any used by us. Little or no inconvenience from sparks is suffered by passengers; nor is the draft obstructed. From the best estimate we can make they can be kept in repair for about ten dollars each per year.

C. VIBBARD, Superintendent.
V. BLACKBURN, Mast, Ma.

Office of the Syracuse and Utica R. R. Co.,
Syracuse, August 7, 1851.

My Dear Sir:—I am glad that you obtained your right of building Spark-Arresters, and most certainly it is the best in use, and generally approved of. I think they are using them pretty generally on the Hudson River R. R., and all the other patents which have been made since the date of yours, are copies in some degree, from yours. Anything that I can do to forward your interests in this matter will be done with cheerfulness. I think of going to Philadelphia this summer, and shall call on you.

Yours, very truly,
D. BEGGS.

Utica and Schenectady Railroad Office,
Schenectady, August 30th, 1851.

This is to certify that Mr. David Matthew's Spark Arresters have been used on a number of the locomotives constructed by the Newcastle Manufacturing Company. They have, in all cases, given entire satisfaction. With them the exhaust pipes can always be made sufficiently large to ensure a full discharge of steam; while at the same time, they afford the necessary draught, and completely stop the sparks. I cheerfully recommend them to the attention of railroad companies and manufactures of locomotive engines.

ANDREW C. GRAY,
Pres't Newcastle Manufacturing Co.

Albany, September 8th, 1851.

Gen. W. SWIFT:

Dear Sir—This will serve to introduce to your favorable notice Mr. David Matthew, who is the inventor, and holds the patent for a Spark Arrester, which has been used by many of our railroads on their locomotives. I consider it a valuable improvement, and do not doubt but Railroad Companies will generally use it. Yours respectfully,

ERASTUS CORNING.

Office Hudson River Railroad,
New York, February 14, 1852.

D. MATTHEW, Esq.,

Dear Sir—I am so little acquainted with the merits of different kinds of Spark Arresters, that I do not feel competent to give an opinion for publication. I know that your Arrester is a good one, and has been highly esteemed on the roads where I have been employed. But I have not sufficient practical knowledge of the subject, to venture any comparison of its merits with other kinds of arresters.

Yours truly,
O. H. LEE, H. R. R.

Office of the Hudson River R. R.,
31st st., New York, May 16, 1852.

Mr. DAVID MATTHEW:

Dear Sir—I have been acquainted with your Spark Arrester since its introduction, and have carefully watched its operation in comparison with many others. I have no hesitation in saying, that as a Spark Arrester without diminution of draft, it has no equal in use. I have been able to use a much larger exhaust pipe than with other pipe, and, from experiments recently made, I am satisfied that the Cap, or Spark Arrester, is no impediment to the draft of the open chimney. Very respectfully,

HENRY WATERMAN,
Superintendent of Motive Power.

I have this day purchased the right to use the above pipes on the Saratoga and Washington railroad, and concur in all that Mr. Sargent has said of them.

J. VAN RENSSELAER,
Superintendent S. & W. R. R.
Saratoga Springs, May 23d, 1852.

Albany and Schenectady Railroad, Albany.

Having used Mr. Matthew's Spark Arrester on our engines, and considering it a valuable invention, we have purchased the right to use it on our road.

E. C. M'INTOSH, President.

Schenectady and Troy R. R. Office,
Troy, July 20th, 1852.

I have this day purchased the right to use Mr. Matthew's Spark Arrester on this road; I have been acquainted with this Spark Arrester for ten years, and consider it the best that has come under my notice.

EDWARD MARTIN,
Superintendent S. and T. R. R.

Office Rensselaer and Saratoga Railroad,
Troy, May 23d, 1852.

This may certify that I consider the Patent Locomotive Smoke Pipes and Spark Arrester of D. Matthew's as more economical and safe than any now in use. It is more durable, and throws less fire and cinders, without impairing the draft, they have been in constant use upon the different roads under my charge since 1841, as have all the other various kinds now used, and after this long experience and careful observation, I am entirely satisfied that those invented by Mr. Matthew are decidedly the best, and I have secured the right to use the same by this company, and the Saratoga and Schenectady railroad company, by purchase made yesterday.

L. R. SARGENT, Superintendent.

I have this day purchased of Mr. Matthew the right to use his Spark Arresters on the Syracuse and Utica railroad. I believe it is the best pipe there is.

JOHN WILKINSON,
President S. & U. R. R.

Syracuse, July 16, 1852.

I have this day purchased of Mr. David Matthew the right to use his Patent Spark Arrester on the Rochester and Syracuse railroad, during its present term, and renewal or extension, believing it to be the best Arrester now in use.

CHARLES DUTTON, Supt.

Superintendent's Office

Buffalo and Rochester Railroad Co.,
Buffalo, July 29, 1852.

David Matthew, Esq., has this day conveyed to this company the right to use his Spark Arrester, patented in 1840. It has been in use on this road for some years past, and gives better satisfaction than any other improvement claiming the name of Spark Arrester.

HENRY MARTIN,
Superintendent, J. W.

REFERENCE is made to the following Gentlemen and Companies, with whom Agencies have been established for the sale of the Spark Arrester, and rights under the Patent:—

Erastus Corning, Esq., Albany, N. Y.; Messrs. Rogers, Ketchum and Grosvenor, 74 Broadway; New York city, and at their Works in Patterson, N. J.; The New Jersey Locomotive Machine Company, at Patterson N. J.; James Jackson, President,—address also at Patterson, Messrs. William Swinburne & Co., Locomotive Builders, Patterson, N. J.; Messrs. Norris, Brothers, Philadelphia, Pa.; M. W. Baldwin, Esq. do; A. C. Gray, Esq., Newcastle Manufacturing Company, Newcastle Delaware; the Schenectady Locomotive Iron Works, Schenectady, N. York; The Boston Locomotive Works, Boston, Mass.; The Taunton Locomotive Manufacturing Company, Taunton, Mass.; Wm. Cundle Patterson, N. J.; Crite & Brothers Schenectady; Peter Smith, Albany, N. York; Thomas Snook, Rochester, N. Y.; Nashville Manufacturing Company, Nashville, Tenn.; Niles & Co. Cincinnati, Ohio; Cuyahoga Works, Ohio City.

All applications for the use of the above Patent Rights, etc. for the New England States, and New York, East of the Hudson River, to be made to H. VAN KURAN, Boston Locomotive Works, Mass., or to D. MATTHEW, Patentee, Philadelphia, Pa.

NOTICE.—Railroad Companies getting new engines, can have Matthew's Patent Spark Arrester placed on them, by applying to the manufacturers, so that the apparatus costs them nothing but the patent right. This they will find of great advantage to them.

D. M.

To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,
Consulting Engineer, 64 Broadway.
Aug. 28, 1852.—6m*

"Leonard's" Patent Double Plate Car Wheel. Solid Hubb.

THE form of this Wheel is such that the metal is not strained in casting, hence the manufacturer will warrant them in any service Car Wheels are submitted to.

Sold in any quantity, and shipped to any part of the country or Canada, by the subscriber, Manufacturer's and Patentee's sole Agent 53 Killy St., Liberty Square, Boston. WM. S. SAMPSON.

August 21, 1851.

LOW MOOR AXLES,
A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent - WM. BAILEY LANG, 9 Liberty Square, Boston.

UNION WORKS,

North street, opposite the Railroad Depot,
BALTIMORE.

Poole & Hunt,

Manufacturers of Steam Engines and Mill Gearing, Machinists' Tools, and all kinds of heavy and light Machinery.

Also put up Arrangements of Wrought Iron Pipes for heating buildings and conveying steam or water. Castings of every kind furnished at short notice.

Every exertion will be made to insure the satisfaction of customers.

Patent Metallic Measuring Tapes.

A New Article, made from Vegetable and Mineral substances combined, entirely free from the objections made to all other tapes, arising from contraction and elongation in consequence of atmospheric changes. Fine wires, of a material not affected by dampness or dryness, are woven into the warp of the Patent Tape, rendering it not subject to variations in length, like all other tapes heretofore manufactured. Instead of being merely painted, it is immersed in a peculiar solution of gums, and the fibres being solidly compacted together, it acquires substance and strength presented by no other article. They are enclosed in patent cases, superior to all others in lightness, strength and durability.

Imported and for sale only—together with every description of Drawing and Profile Paper, Tracing Paper in rolls, Vellum or Tracing Cloth, Field Books Mouth Glue, and a general assortment of Engineer materials—by WILLARD FELT, Importer of Stationary 191 Pearl st., N. Y.

Iron.

200 Tons Fishkill Charcoal Iron for sale on reasonable terms, also from 1000 to 5000 tons Fishkill Hematite Ore—delivered at Poughkeepsie or New York. Samples of the ore may be seen at the store of Messrs. Hoffman, Bailey & Co., No. 62 Water st., New York. Enquire by letter to NORMAN M. FINLAY,

Poughkeepsie, Dutchess county, N. Y.

July 10, 1851.

Cotton Steam Packing.

THIS Superior Packing is prepared by us expressly for Locomotive Engines. The advantages resulting from its use are—cheapness—greater safety, and economy of labor.

Orders addressed to us at 91 Wall st., New York, will have prompt attention.

J. M. HALL & CO.

P. S.—Waste for cleaning engines, in quantities as wanted. July 24, 6m*

LOW MOOR IRON.

WM. BAILEY LANG, 9 Liberty Square, Boston, Sole Agent in the United States and Canada for the Low Moor Iron Co., is prepared to receive orders for this justly celebrated Iron, and offers for sale an assortment of the Round sizes which he now has in store, and which for strength, soundness and uniform quality, stands without a rival.

Railroad and Mathematical Instruments.

KUNS & BASELER, Mathematical Instrument makers, manufacture and keep for sale all kinds of mathematical instruments; also drawing instruments, scales and balances for the use of chemists, professional gentlemen, jewellers, etc., etc., of the most perfect description, at the lowest price, at 81 Nassau street, New York.

To Railroad Contractors.



OFFICE ILLINOIS CENTRAL RAILROAD, NEW YORK, SEPTEMBER, 1852.—Sealed Proposals will be received at the office of the Chief Engineer, in the city of Chicago, Illinois, for the Grading, Masonry, Bridging, and Superstructure, or either of them, with, or without materials on the following Divisions of the Illinois Central Railroad, to wit:—

3rd Division from Township No. 1, North of the Base Line of the 3rd principal meridian, including sections 113 to 151.39 miles.
4th Division, terminating at Decatur, including sections 152 to 204.....53 miles.
5th Division: terminating at Bloomington, including sections 205 to 247.....43 miles.
7th Division from LaSalle to Freeport, including sections 309 to 386.....78 miles.
11th Division from Urbana to S. line T. 12, including sections 583 to 630.....48 miles.
12th Division terminating at the junction of Chicago Branch with the Main Line, including sections 631 to 704.....74 miles.

Total335 miles.

Proposals may be for the entire length of each division, or for the following sections:

3rd Div., for sec. 113 to 135 inclusive.....23 miles.	" 136 151 "16 "
4th " " 152 180 "29 "	" 181 204 "24 "
5th " " 205 226 "22 "	" 227 247 "21 "
7th " " 309 312 "4 "	" 313 324 "12 "
" " 325 352 "28 "	" 353 370 "18 "
" " 371 386 "16 "	" 583 608 "26 "
11th " " 609 630 "22 "	" 631 650 "20 "
12th " " 651 669 "19 "	" 670 681 "12 "
" " 682 690 "9 "	" 691 704 (more or less) 14 "

Proposals will be received at the office in Chicago, until the 11th day of October, 1852.

Profiles, Plans, and Approximate Estimates of quantities will be ready for inspection, and blank forms for proposals will be furnished at No. 50 Wall street, New York City, or at the office of the Chief Engineer in Chicago, Illinois, and after 1852, the same as relates to the 3rd and 4th divisions at Vandalia, to the 5th division at Bloomington, to the 7th division at LaSalle and Freeport, to the 11th division at Urbana, and to the 12th division at Vandalia.

Payments will be 80 per cent cash, and the balance on the completion and acceptance of the work in cash, or 7 per cent construction Bonds, at the option of the Company.

Satisfactory references will in all cases be required. R. B. MASON, Chief Engineer.

Oxford Furnace, N. J.

ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constantly on hand for sale, every variety and size of Railroad Wheels made from the celebrated Oxford Iron. All orders addressed to CHAS. SCRANTON, Oxford Furnace P. O., will be attended to promptly. Sept. 11, 1852. 1y*

PROSSER'S PATENT LAP-WELDED Wrought Iron Boiler Tubes,

ALSO, Their PATENTED TUBES FOR EXTERNAL PRESSURE, made with a free joint either of Iron or Brass. Every article necessary to drill the Tube-Plates, and to set the Tubes in a proper manner, and to keep them in good condition.

CORE BARS FOR FOUNDRY USE.

I on Tubes for Artesian Wells, screwed together flush on either side.

HOMAS PROSSER & SON, Patentees, 28 Platt street, New York.

To Contractors.



Office of the Dauphin and Susquehanna Coal Co. } No. 54 Wall-st., New York, Sept. 22, 1852.

PROPOSALS will be received until the 15th day of October next, for the graduation, masonry and bridging of that part of the Dauphin and Susquehanna Coal Company's Railroad extending from near Ransch Gap on the line now open for travel, to Auburn on the Philadelphia and Reading Railroad, a distance of about 31 miles.

The character of the work is such as to render it well worthy the attention of contractors, and payments will be made in cash.

The Directors reserve the right of rejecting any proposals that may be deemed unsatisfactory.

Plans, profiles, etc., can be seen, and further information be obtained, by application to the Chief Engineer, Richard B. Osborn, at the Company's Office, No. 73 South 4th st., Philadelphia, after the 9th of October next, or on application to the undersigned.

Proposals to be addressed to A. G. Jaudon, Secretary, (marked Proposals for grading, etc.) at the office of the Company, 54 Wall-st. New York.

THOMAS CHAMBERS, President.

Notice to Contractors.

OFFICE OF THE DAYTON AND CINCINNATI (SHORT LINE) RAILROAD COMPANY.—CINCINNATI, Sept. 20th, 1852.—RAILROAD LETTINGS.—Sealed proposals will be received at the office of the Company; situated on the south side of Sixth street, between Main and Walnut, until Wednesday, October 20th, 1852, at 5 o'clock P. M., for the preparation and construction of section No. 1 of the road of said Company ready for the superstructure.

This section is the heaviest on the line, and embraces the excavation of a tunnel measuring some six thousand feet in length, with two thousand feet of arched approaches in addition, and from two to four miles of the road bed. The job of masonry on this section will be heavy, and the whole offers to responsible and energetic contractors, one of the most extensive and compact sections of work ever offered in the West.

The tunnel passes through stratified blue fossil limestone and indurated marl, and will be of a width to accommodate double tracks, walled with stone, and arched with brick. The Company desires that the work shall be commenced as soon as possible after the letting, and completed at the earliest practicable period.

Other portions of the work are in course of preparation for letting, and if adjusted may be offered at the same time.

The plans and specifications will be ready for inspection at this office at least two weeks prior to the letting.

By order of the Board of Directors.

SAMUEL H. GOODIN, President.

JOHN C. THORP, Secretary.

A. Whitney & Son,

PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31tf

Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE

PURCHASE AND SALE OF AMERICAN SECURITIES, COLLECTION OF DIVIDENDS, DEBTS, LEGACIES, ETC., And for the Purchase and Inspection of Railroad Iron, Chairs, or any kind of Machinery.

REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.

" George Peabody & Co, London.

" Curtis, Bouve & Co, Boston.

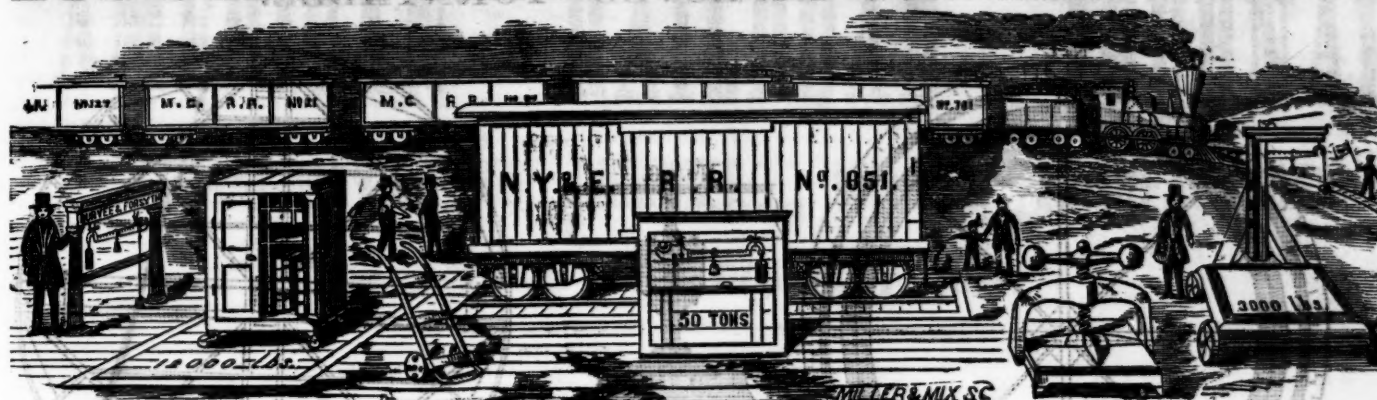
Richard Irvin, Esq., New York.

Robert Ralston, Esq., Philadelphia.

C. C. Jamieson, Esq., Baltimore.

38tf

ROCHESTER SCALE WORKS.



**DEPOT SCALE, 6 TONS,
AND FIRE KING SAFE.**

**TRACK SCALE,
100,000 LBS.**

**RAILROAD
MANIFEST PRESS. 1 1-2 TONS.**

DURYEE & FORSYTH, MANUFACTURERS, ROCHESTER, N. Y.

THE Subscribers are prepared to furnish upon order, RAILROAD SCALES of superior quality at reduced rates; Warehouse Trucks; Manifest Presses and Books; also, COVERT'S FIRE KING SAFE.

It has been decided by Scientific Gentlemen, that our Scales are preferable to all others, from the fact of their being made stronger and more substantial, more material used in the construction of the Levers, which renders them much safer and more durable.

OUR MOTTO is, to excel in the articles we manufacture; therefore the best materials are used. The best model and plans are adopted, to make them the most desirable for the market.

We wish it distinctly understood, that we use the best CAST STEEL in the bearing edges of our Scales, although it has been otherwise reported by Messrs. Fairbanks' Agents. We are ready at all times to test the merits of our Scales with any honorable competitor.

A large majority of the Track, Depot and Portable Scales in use by the New York and Erie Railroad Co. were furnished by us. Also, the Michigan Central Railroad is furnished exclusively with our Scales.

The facilities that we have for manufacturing with new and improved machinery, and the central position we occupy for shipping to the different markets, enables us to reduce the price of our Scales 10 to 15 per cent from former prices.

Our Mr. Duryee has had over twenty-one years practical experience in manufacturing. The work being under his charge furnishes a sure guaranty of the superiority of our wares. All orders will receive prompt attention. **DURYEE & FORSYTH.**

GENERAL DEPOTS:

Wm. T. Pinkney, Jr., Agent, 166 Pearl st., N. Y.
Raymond, Ward & Co., " Chicago, Ill.
Crawford & Reynolds, " Cleveland, Ohio.
Joseph E. Elder, " St. Louis, Mo.
Byram, Millier & Shreve, " Louisville, Ky.

The following Railroads have been furnished with our Scales and Wares, exclusively or nearly so:

New York and Erie, Cleveland and Columbus,
New York and Harlem, Michigan Central,
New York and N. Haven, Mad River and Lake Erie,
Sandusky, Mansfield and Paterson and Hudson R.,
Newark, Cincinnati, Hamilton and
Indianapolis and Bellefontaine, Dayton,
Syracuse and Utica, Buffalo and Rochester,
Columbus and Xenia, Rochester and Syracuse,
Lexington and Frankfort, Louisville and Frankfort,
Hillsboro' and Cincinnati, Chicago and Galena,
Greenville and Miami, Dayton and Western,
Cayuga and Susquehanna, Central Ohio,
Rome and Watertown, Chemung,
Rutland and Washington, Illinois Coal Company,
Erie and State Line, Buffalo and State Line,
Rochester, Lockport and Cleveland and Pittsburg,
Niagara Falls, Michigan Southern,
The Hon. Canal Commissioners, American Express Co.,
and Engineers of the Erie Canal Enlargement.

Michigan Central R. R. Office, }
Detroit, May 10th, 1852. }

Messrs. DURYEE & FORSYTH,
Rochester, N. Y.,

Gentlemen: We have in use upon our road nearly a hundred of your Scales, comprising most of the

sizes ordinarily in use upon railroads, many of which have been in service four or five years.

They have kept in adjustment well, retain their sensitiveness, and we regard them as strong, accurate, reliable, and in every respect satisfactory.

Respectfully yours,
J. W. BROOKS, Supt.

New York and Erie Railroad, }
Supt's Department Gen'l Freight Office, }
New York, June 21st, 1852. }

To MESSRS. DURYEE & FORSYTH,
Rochester,

Gents: This company have had in use on their road for three years past about fifty of your Railroad Track, Depot and Portable Scales. It affords me much pleasure to assure you that I consider them fully equal to any scale in use on the road, in point of strength, durability, accuracy and finish.

I am very respectfully, your ob't serv't,
SAM. BROWN, Gen'l Freight Ag't.

The following Report was made by the Hon. Canal Commissioners of the Erie Canal Enlargement, to the Legislature of the State of New York, Feb. 3d, 1852.

WEIGH LOCK SCALE.

It is but justice to say that the new Weigh Lock at Rochester abundantly sustains the reputation claimed for it by its worthy and scientific builders.

Messrs. Duryee & Forsyth have constructed for this lock, scales of superior power, and may well challenge comparison with any similar work in or out of the State. The mode of adjustment is so easy and simple, that great certainty is secured in determining large or small weights.

Report on Duryee & Forsyth's Weigh Lock Scale, by the Committee of the State Agricultural Society.

The Committee appointed to examine the Weigh Lock Scale in the City of Rochester, manufactured by Messrs. DURYEE & FORSYTH, of said city, have performed the duty assigned them, and report that they regard it as an admirable piece of mechanism, which reflects great credit on the builders. Length of Scale, 80 feet; width, 20 ft.; height, 32 ft.; weight of scale, 75 tons; capacity of weighing 400 tons.

Considering the weight and strength of the materials used, the delicacy and accuracy of this apparatus for weighing loaded canal boats of the largest class, this scale excites universal admiration. One of the committee tested it when under the pressure of a weight of 219 tons 900 lbs., and it clearly indicated a small additional weight within five pounds.

Any description of this Scale would hardly be intelligible without drawings, which the committee have not at command. It has no equal known to the committee. They recommend that a GOLD MEDAL be awarded to DURYEE & FORSYTH, for the manufacture of an article so important to the protection of the revenue of the Erie canal, and to the accurate weighing of an incalculable amount of private property.

C. DEWEY,
DANIEL LEE.

Rochester Sept. 20th, 1851.

We have received the Society's FIRST PREMIUMS, DIPLOMAS AND SILVER MEDALS, annually, since 1849, for the best Scales and exhibition. We have also received the DIPLOMAS and

SILVER MEDAL of the American Institute, New York, and DIPLOMA of the Mechanics' Fair in Boston. Also, the HIGHEST PREMIUMS IN MONEY and DIPLOMAS of the Provincial Fairs, Canada, and State Fairs in Ohio and Michigan.

\$200,000 SEVEN PER CENT.
CONVERTIBLE BONDS OF the NEW-CASTLE and RICHMOND RAILROAD.—The undersigned offer for sale TWO HUNDRED SEVEN PER CENT CONVERTIBLE BONDS for \$1,000 each, of the NEW-CASTLE and RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum of New York, Trustees of the road from Richmond in Wayne County, to New-Castle in Henry County, including the superstructure, iron rails, depots, tolls, privileges and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is \$509,400. The stock applicable to the construction of the road from Richmond to New Castle is \$250,900.

This railroad passes through the most fertile, populous and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

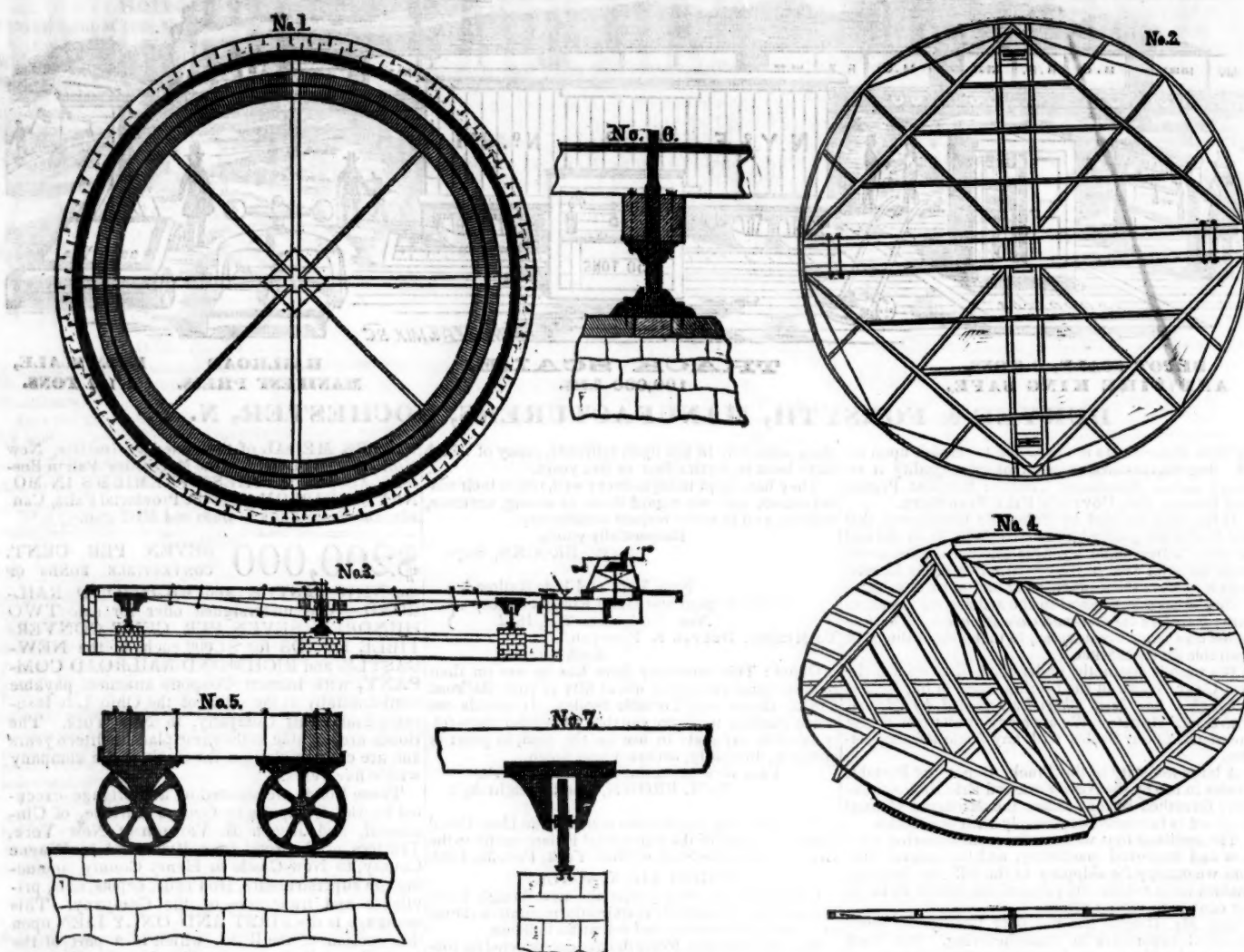
The local business alone would be sufficient to make the road profitable. The counties of Indiana through which it runs produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road, from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton and Richmond.

The holders of the bonds will have for their security the obligations of the company, with subscriptions of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New Castle, with the iron rails, superstructure, tolls and franchises of the company.

CARPENTER & VERMILYE, 44 Wall-st.
CAMMANN WHITEHOUSE & Co., 56 Wall-st.

CARHART'S IMPROVED TURNTABLE.



THE Patentee of the improved Turntable solicits an examination of its merits by Railroad Companies. It has been in use on the Hudson River Railroad during the last three years, since which some improvements have been made upon it. The Patentee is now putting down the fifth table on the Ohio and Pennsylvania Railroad, where these tables have been in use for one year past. The chief merits of this Turntable are that it is capable of being turned by two men, with an engine and tender upon it, weighing thirty-five tons, in the space of two minutes. Its cost, including all material, the best kind of workmanship in wood, iron and ma-

sonry—except excavating the pit and laying the track—is only *thirteen hundred dollars*, and all repairs, except the ordinary wear and tear, will be guaranteed for the sum of five dollars a year, for three years.

Figure 1 of the above cut represents the foundation, consisting of the bank and track walls; centre pier, cross-timber for bolting the step of pivot. The track, which is spiked and leaded into the coping of the wall, the latter being composed of stone 24 feet square. The Bank wall is 5 feet high and 20 inches thick, with cut and hammered dressed stone coping laid in lime and sand. Fig. 2 shows the

carcass framing. Fig. 3 gives a side view of one main truss, with the mode of gearing, including rack and pinion. Fig. 4 gives a perspective view of rim and segments. Fig. 5 an end view of the main trucks with pedestals and wheels. Fig. 6 screw for pivot, 6 inches in diameter, running to the top of the table, with the lever for adjustment. Fig. 7 shows the cross section of the track wall, wheel and pedestal.

For further particulars please address the subscriber through WM. W. PRATT, Jersey City, N. J.

June 19th.

D. H. CARHART.

New York and Canada.

The attention of Merchants, Traders and travellers, is directed to the facilities now afforded for the conveyance of freight and passengers direct from this city to Montreal.

The Champlain and St. Lawrence Railroad Company having opened their road from Rouse's Point to South Montreal, the only link before wanting to connect New York with Montreal by a continuous railroad, has been supplied.

Passengers leaving New York in the morning, sleep comfortably on the way, and arrive at Montreal at half-past four the following afternoon, reducing the travelling time to little more than twenty hours.

Freights are carried with the greatest care and dispatch, at greatly reduced rates.

After the opening of navigation, passengers will be conveyed from one city to the other by day light.

New York, Feb. 13, 1852.

CORROSIVE SUBLIMATE.

THIS article now extensively used for the preservation of timber, is manufactured and for sale by POWERS & WEIGHTMAN, manufacturing Chemists, Philadelphia.
Jan. 20, 1849.

To Telegraph Companies. TELEGRAPH WIRE.

ORDERS taken for all numbers of best quality of English Telegraph Wire. Samples at the office of the Subscribers. JEE, CARMER & CO., 6m*14 75 Broad st., New York.

Spikes, Spikes, Spikes.

ANY person wishing a simple and effective Spike Machine, or a number of them, may be supplied by addressing J. W. FLACK, Troy, N. Y.

or, MOORE HARDWAY, Richmond, Va.
March 6, 1850.

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

Smith & Tyson,,
IRON COMMISSION MERCHANTS,
BALTIMORE.

REFINED Juniata Charcoal Billet Iron for Wire. Do. for Bridging, of great strength. Flat Rock, Boiler and Flue Iron, rolled to pattern. Elba, Wheel Iron of great strength and superior chiling properties. Elba Forge Iron, American Sho' Iron, Cut Nails, Spikes and Brads, Nail and Spike rods, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

M. B. Hewson, Civil Engineer,
(Open to a New Engagement.)
Memphis, Tenn.